"TripleX" — the safety glass

THE SPHERE

Vol. CLXVII No. 2186 — WITH WHICH IS INCORPORATED THE GRAPHIC — DECEMBER 13 1941

KING SIX CIGARS

8d. each

MADE BY J. R. FREEMAN & SON, LTD. — MAKERS OF FINE CIGARS SINCE 1839

For INFLUENZA and COLDS

1/3 & 3/-

Sold everywhere in tablet and powder form.

Cephos (Pronounced See-foss REG? THE PHYSICIANS' REMEDY) is safe and certain

Always ask for Bass

TRADE MARK

+ Mc VITIE & PRICE + Biscuits of Highest Quality +

BY APPOINTMENT TO H.M. THE KING

GAYMER'S CYDER

SHIPPED TO ALL PARTS OF THE WORLD

Stockists on application

WM. GAYMER & SON, LTD., ATTLEBOROUGH, NORFOLK, ENG.

Clear that Cold with VAPEX

BREATHE THE VAPOUR

V194

GREYS CIGARETTES — Just honest-to-goodness tobacco

THE ARISTOCRAT OF LIQUEURS

Drambuie

THE DRAMBUIE LIQUEUR CO., 12, YORK PLACE, EDINBURGH

When you are dining out ask for Drambuie. You will enjoy its exquisite flavour and intriguing bouquet.

MOTOR UNION INSURANCE CO. LTD.

All classes of insurance transacted

MOTOR POLICIES

10, ST. JAMES'S STREET, LONDON, S.W.1

HUNTLEY & PALMERS
BISCUITS
Founded 1826
SUPERIOR READING BISCUITS
HUNTLEY & PALMERS
BISCUITS
Huntley & Palmers
H.M. BROCK

Volume CLXVII No. 2186

The SPHERE, London, December 13, 1941

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

London, December 13, 1941

HOW THE GERMANS WAGE WAR IN THE ATLANTIC: A REMARKABLE PICTURE TAKEN AFTER THE DELIBERATE SINKING OF A BRITISH RESCUE-SHIP

A British rescue-ship was recently proceeding to port across the Atlantic with her sick-bays crowded with injured survivors from merchant vessels which had been sunk by U-boats whilst in convoy. Quite deliberately, the ship was attacked by Nazi aircraft, set on fire and lost. As the uninjured or slightly injured men aboard fought their way across red-hot decks to the boats, trying to save their burned and wounded companions, the Nazi aircraft machine-gunned them and later sank their small boats under them. Every man who could be taken off the blazing vessel was saved by a British warship which had raced to her aid. The plane which had carried out the attack was destroyed as it left the scene of its infamy : it was torn apart by gunfire, and there were no survivors. This picture shows how the aircraft carried out its task : the small boat, as a result of the attacks, became waterlogged. The brave seamen were taken aboard a flimsy raft, and as they waited to be picked up the lifeboat slowly went to the bottom

Postage—Inland, 2d.; Canada and Newfoundland, 1½d.; Elsewhere Abroad, 2d.

A WAR NEWSLETTER—No. 119

1, NEW OXFORD STREET, W.C.1.

Halloo-ing in Libya.—If Heaven had elected that men should be born dumb, humanity would have gained on the swings of silence more than it lost on the roundabouts of ideas. If men were born dumb, there would be no total wars, fewer private quarrels and a vast increase in dignity and peace in human life. But life would be duller on Olympus. These reflections occurred to me during the first ten days of the great battle round Sidi Rezegh. The Premier announced it, without reserves or conditions, as a trial of strength between the British Empire and the Nazis on equal terms for the first time. Our men had hardly "entered the wood" before at least one general (who should have known better) had started halloo-ing, and had encouraged the reporters and other inspired gossip-writers to announce that the tank phase was "over, bar the shouting." Then the days passed, the battle went forward ding-dong, decisive news was slow to come in, the enemy proved to have considerable tank reserves and authority announced modest estimates of prisoners taken. General Auchinleck's reports have been a model of restraint. Unauthorised and unofficial pronouncements were ill-advised and ill-informed, and caused the public some disappointment, and General Auchinleck (I cannot doubt) much embarrassment and annoyance. It makes no difference if the early halloo-ing was merely premature, if in the end the exuberant reports were prophetic and justified. We are not yet in a posture to throw up our hats before the results of trials of strength against the Nazi Panzer divisions are in the bag and counted, and those who cannot curb their tongues should be put where they can do less harm. The British public has proved itself ready to wait in patience for results, and needs no artificial aids, however well-intentioned, for the maintenance of its hope and faith and resolution. General Auchinleck was ill-served by his propagandists and news service in the opening stages of this vital battle. General Wavell had far less to complain of in that respect. We are making no progress at all in the essential technique of holding our tongues. We ought not slavishly to imitate the Nazi boasts of progress in campaigns. We might well imitate their silence concerning output of war material. The term "theatre of war" is still too loosely construed in Britain. It is a pretty grim tragedy which is being played before our eyes, not a comedy, not a farce.

Setbacks.—When setbacks come, we are too apt to fall back into the Slough of Despond. Why is that? It is partly due to the fact that all democracies engage in "all-in" wars under a handicap. Democracy demands timous information, and the collectors of war news, when a battle is joined, know the sort of news which will most please their public. Quick results, spectacular successes, victory well on the way. It is human nature. It is understandable. The Premier's philosophy tells him that "if hopes were dupes, fears may be liars." Exceptionally, in this Libyan battle he gave us leave to hope and expect that all will be well. And I doubt not at all that all *will* be well. Let us not embarrass General Auchinleck by alternately halloo-ing and groaning. The very ferocity of German resistance is the measure of the Axis plight and the measure of the importance of our coming victory. Things worth winning are not won in an hour. Sidi Rezegh looks a pin-point on a big map. When you are on the spot, you may well fail to observe a mass of 100 tanks. Even fifty square miles is quite a big area in which to manœuvre and escape notice. This desert warfare is still an entirely closed book to us. It bristles with difficulties and is highly favourable for setbacks and schedule time-lags. Our leaders know what they are doing. We do not.

TANGIBLE EVIDENCE OF THE VALUE OF WASTE PAPER: Out of salvaged paper these different types of shell and munition cases have been manufactured. The container consisting of three tubes is a mortar-shell carrier; the others are for some of the bigger shells. The need for paper salvage is extremely urgent: 100,000 tons of waste material *must* be gathered within the next few weeks

SAVE ALL WASTE PAPER AND HAND IT TO YOUR LOCAL SALVAGE AUTHORITIES. THE NEED IS URGENT!

If they and the Government can wait in confidence of the issue, and in patience, we can too. Let us wait and see. In other quarters the land is fairly bright in patches. Indeed, the bright patches are on the increase; one day they will make a respectable "rash." Hitler has some snags to get round, and some setbacks to "explain away" also. Let us leave the explaining to him. One's enemy always enjoys such explanations.

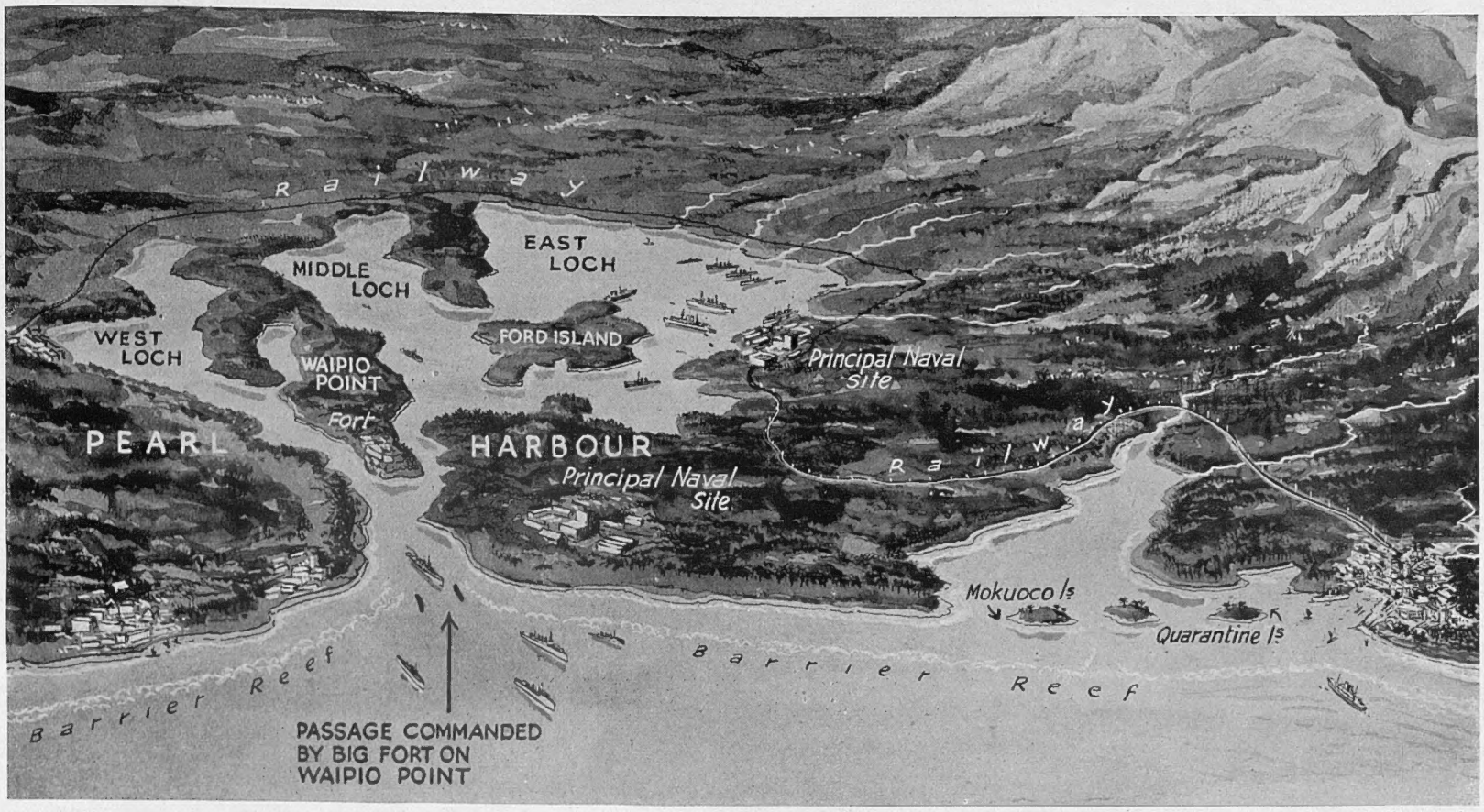
The Still, Small Voice.—(*a*) "We are fighting for the principles of freedom, including freedom of speech. If that freedom goes, life will hold no further savour for Britons." Good, very good. (*b*) "We are a people more utterly united (to finish the curse of Hitlerism) than ever before in our history." Good; very true. If (*a*) is true, then it follows that we suffer, if we do not welcome, the minority voice in the wilderness which pipes unpopular views or "cranks." And if (*b*) is true, these small voices, so far from being a danger, can hardly possess the nuisance value of a midge-bite. How does the Logic of officialdom, which for ever spouts these proud and confident premises, deal with these small voices and minority opinions? Surely, in a most vacillating, indeterminate way. Sometimes such a voice is dismissed as of no importance whatever, sometimes it is jumped on as traitorous with all the force the Government can muster. Sometimes this freedom of speech is defended, sometimes it is received with bitter jibes or with the fury of a wounded lion. We bank on our national unity in public speech and instantly deny its existence in official action. One crank is branded as a traitor, another is dismissed as a visionary. The crank who seeks to "end night bombing" is a mere midge without even a nuisance value; the crank who would "treat with Hitler" occupies whole pages of *Hansard*. An utterly united people, which fights to the death for freedom of speech, should by now have found a formula for dealing consistently with all minority voices. And who will discover a more effective method than silence? *Euphemeite, o Politai.* Only so will you attain dignity, efficiency and victory.

"Nearer Than We Believe."—I like to go to church on Advent Sunday. In theory, I like to go to church on all Sundays. In practice, I have found that Home Guard training and other war efforts have sadly reduced my average of attendance of late. There is hardly a Psalm you can sing or read which does not hold for you a message of hope or comfort for dark days of a long and uphill struggle for survival; and, long ago, in a popular little book, Rowland Prothero catalogued various aspects of the comfort which men have derived from the Psalms from the beginning of history. What is true of the Psalms is true also of the Sunday Collects, and Gospel and Epistle selections. We do not probably often consider the guiding principles which made these selections so apt for their occasions in the Church's year, and for the seasons of the calendar also. Advent is the beginning of the Church's year, and there is nothing much lovelier in prose than the composition of the Collect for Advent Sunday, or much more sound and logical than the choice (out of so many obvious choices) of the Gospel for that Sunday. I have often puzzled myself over the grammatical (as opposed to the broad) meaning of the words: "For now is our salvation nearer than when we believed." The words which follow them entitle us to give them the meaning we wish to give to them this Advent Sunday. "The night is far spent; the day is at hand." "Wishful thinking" or essential faith? How I loathe the expression "wishful thinking"! How vain the belief that any nation can continue to give its best in this nightmare of war without essential faith, which mean men call "wishful thinking"! The Gospel choice for the opening of the Christian year sets forth the vital articles of the Christian religion—love and fellowship among men of every race and creed. Its message falls on a world walking in darkness and suffering and in the valley of death. Cruelty, hate, injustice, moral cowardice—the four horsemen of Hell—seem to possess the field. Love and fellowship hide their heads, ideals of a distant dawn of peace, hidden in dark cloud-banks; and Christianity seems once more an unrealisable dream. The Church's New Year in 1941 dawns in a world more pagan and more dark and cruel than that which saw the first dawn, and the Psalm for the day, which bids us fit our hands for war and our fingers to fight, falls apter on our ears than the message of the Gospel. The voices of the air breathe out hate all day long. We pause to ask ourselves if the two prayers—for fighting efficiency and for love and fellowship—totally contradict each other and make sheer nonsense of the message of an Advent Sunday falling on the 30th of the month. Something tells us that there is no contradiction, and that the darkness will be succeeded by that dawn of which we dream, only when we embrace that conviction, and find in love and fellowship the strength to fight for freedom and to stamp out lust, cruelty and injustice.

Hitler's Ears.—A correspondent writes to me with an intriguing mystery concerning Hitler's ears. This is what he writes: "Here is something for you to work out. Look at the photograph of Hitler and Rommel on p. 259 of THE SPHERE and note how the ears of the two men have been obliterated. Such an effect in a strong light is impossible in nature. Ears . . . must show deep shadows and marked high-lights. For years I have compared the ears of Hitler and his 'doubles,' which appear to be the only points of difference in the features of the gang. This one mark of identity seems to have struck home at last." There is something in what my correspondent says. The ears have clearly been "blacked out." ("A long shot, Watson," said Holmes, rubbing his hands.) Was there not once a king who was compelled to conceal an ass's ears? But it does not signify. I fancy my correspondent suggests the mark of the beast that preys, not brays. Will some reader with time to spare collect Press photographs and "write a monograph" on the subject of the gang's ears? Dr. Watson's case-book has still room for *The Adventure of the Gangster's Ears.* It will fit in beside *The Engineer's Thumb* and the *Red-handed League.*

The Northern Farm.—The agricultural and food pundits have expressed a general satisfaction with the results of the recent harvest. They came up reasonably to expectations, which were, of course, large-scale expectations. There is no harm, I suppose, in admitting that the success has not been universal over Britain, and that there are areas in Scotland where the harvest has been—so far as it was complete by the middle of November—rather a tragedy. A tragedy of ceaseless rain at a vital time. It is no uncommon thing in Scotland to observe drenched stooks in the stubbles at a time when Southerners are beginning to think of Christmas. This winter much of the harvested grain from Scotland is fit only for feeding purposes. Threshing was held up week after week where farmers relied on travelling machines; and crofters have had to buy where they could not thresh. Potatoes are still in the ground, waterlogged. High hopes of help with the flax crop did not materialise, and there will be less response by many Highland farmers to the next appeal to grow flax. And roots, sheep and poultry have all suffered from the continuous downpours. When the frosts come, they will find victims made vulnerable by rain and constant soaking. It is no secret that parts of the Highlands have had a very depressing autumn as regards farming and now need urgently all the luck and material help that may be forthcoming.

THE OLD STAGER



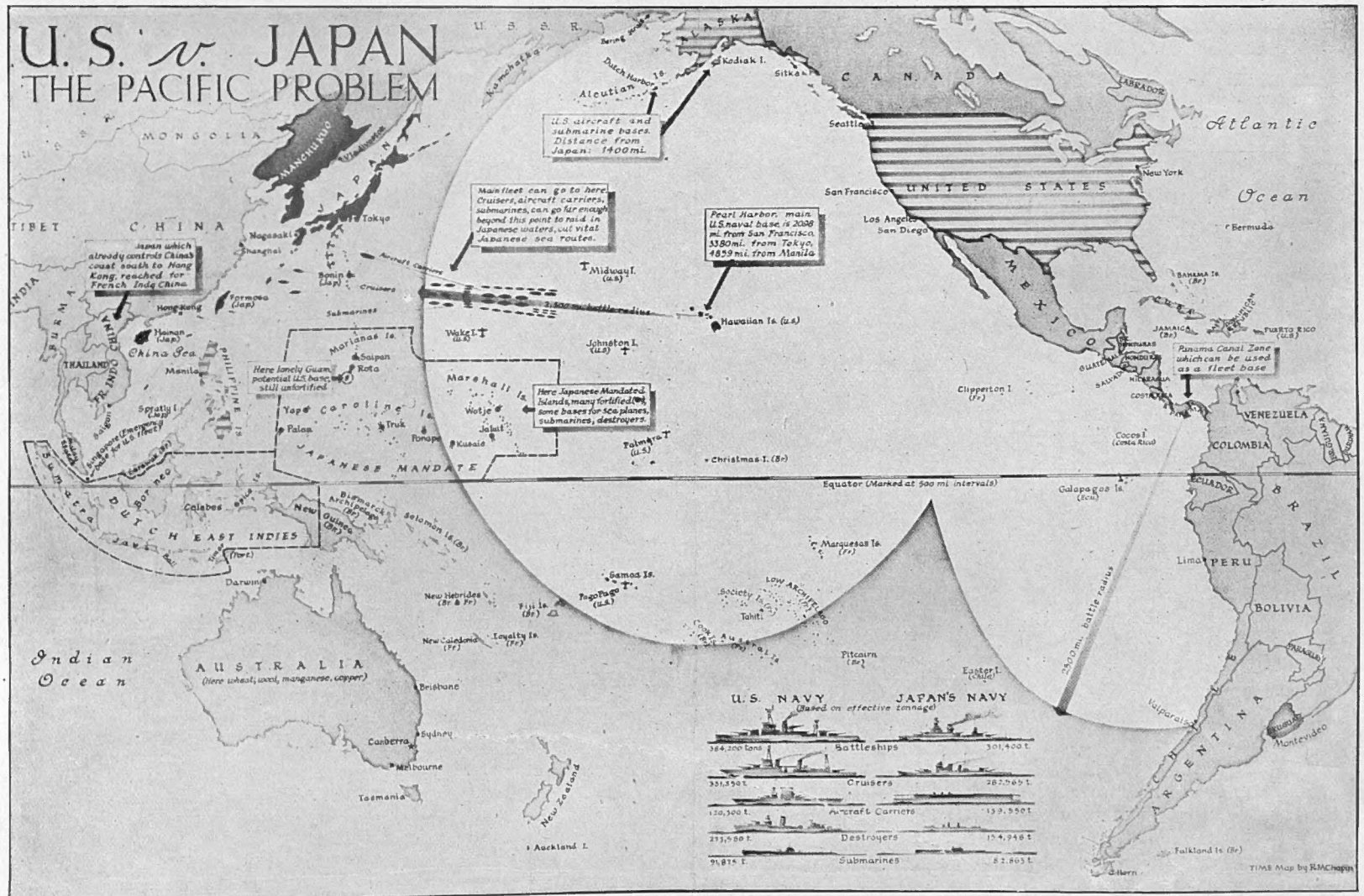
PEARL HARBOUR, THE UNITED STATES ADVANCED NAVAL BASE IN THE PACIFIC ON OAHU ISLAND: A bird's-eye view of the spot where the first bombing by the Japanese took place on Sunday, December 7—*Drawing by E. G. Lambert*

WAR in the PACIFIC

Japan Declares War on the United States and Britain and Attacks at Pearl Harbour, Manila, Singapore and Other Points

—*Special Sphere Drawings and Diagrams* (See also page 328)

Whilst the President was still discussing in Washington the possibilities of peace with the Japanese Ambassador and with Mr. Kurusu, Imperial Headquarters in Tokyo announced on Sunday last that Japan "had entered into a state of war with Britain and the United States as from dawn." No sooner had this announcement been made than news came through that Pearl Harbour and Honolulu, as well as Manila and Singapore, had been bombed by Japanese aircraft and that "much damage" had already been wrought. Pearl Harbour, of which we reproduce a special drawing above, is the main United States naval base in the Pacific and the home of a mighty fleet. It lies some 2,100 miles from San Francisco, 3,380 miles from Tokyo, and over 4,800 miles from Manila. The bombing must, therefore, have been carried out from aircraft-carriers. Pearl Harbour, in the Hawaiian Islands, is the present hinge of United States naval strategy: it is the only base west of San Diego where the U.S. Navy can be sheltered, fuelled and repaired in wartime. Distances in the Pacific are colossal, and in wartime the U.S. Navy will have to cover thousands of miles with a fleet whose practicable battle radius is under 3,000 miles from its base. In the bombing of Pearl Harbour and the Fleet sheltering within, the city of Honolulu was also seriously affected



THE UNITED STATES AND JAPAN: An American statement of the problem as seen by the U.S. magazine "Life"

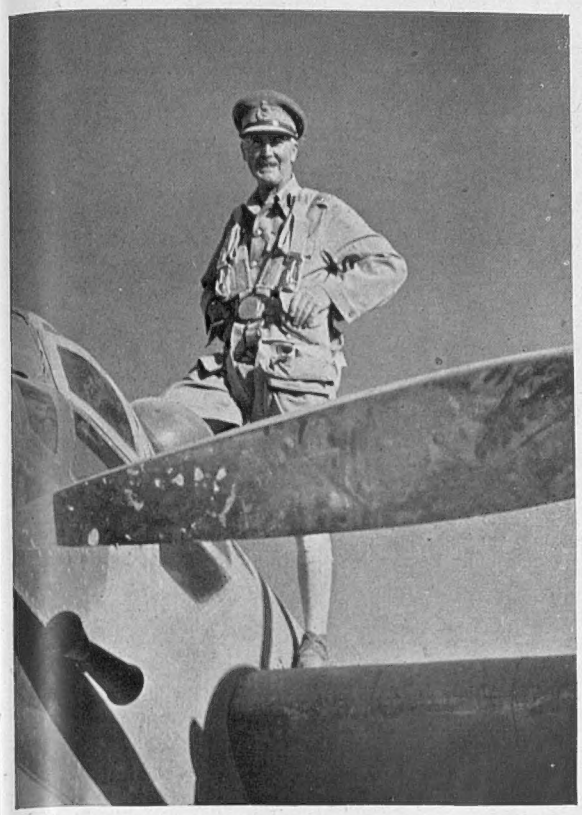
The Pacific Ocean is 66,500,000 square miles of water, of wastes where almost no life exists, of tiny islands vulnerable to attack. Its distances dwarf any that even big-minded Americans are used to thinking about. To range this ocean is a fleet (apart from the most recent additions) composed of 12 battleships ("a main battle line which has no match in the world for gun power"), 13 light cruisers, 12 heavy cruisers, about 70 destroyers, 25 submarines, 5 aircraft-carriers, and an air force to screen and precede the battleships: this fleet is based on Pearl Harbour. America's great need in the Pacific is a sufficient line of bases: Japan has these. The waters where the U.S. would have to fight an offensive war are Japan's waters—4,500 to 6,000 perilous miles beyond Pearl Harbour. That is too far for the main fleet to go, fight and return—its practicable battle radius is 2,500 to 2,700 miles from its base. But the existence of Singapore opens wide possibilities for an American fleet, or part of it, based on this British Harbour. In the war with Japan, American cruisers, aircraft and submarines might use the main fleet as a floating base and raid Japan's trade and naval bases, and even bomb centres on the Japanese mainland

THE RESULT OF THE CLOUDBURST WHICH OCCURRED AT ZERO HOUR: Just as the British advance was scheduled to begin, the weather broke and down came the terrific rain. Parts of the desert were flooded, the tank ditches were filled with water, and vehicles found it difficult to make headway. Many vehicles became bogged, and here is one which had to be hauled out by tractor

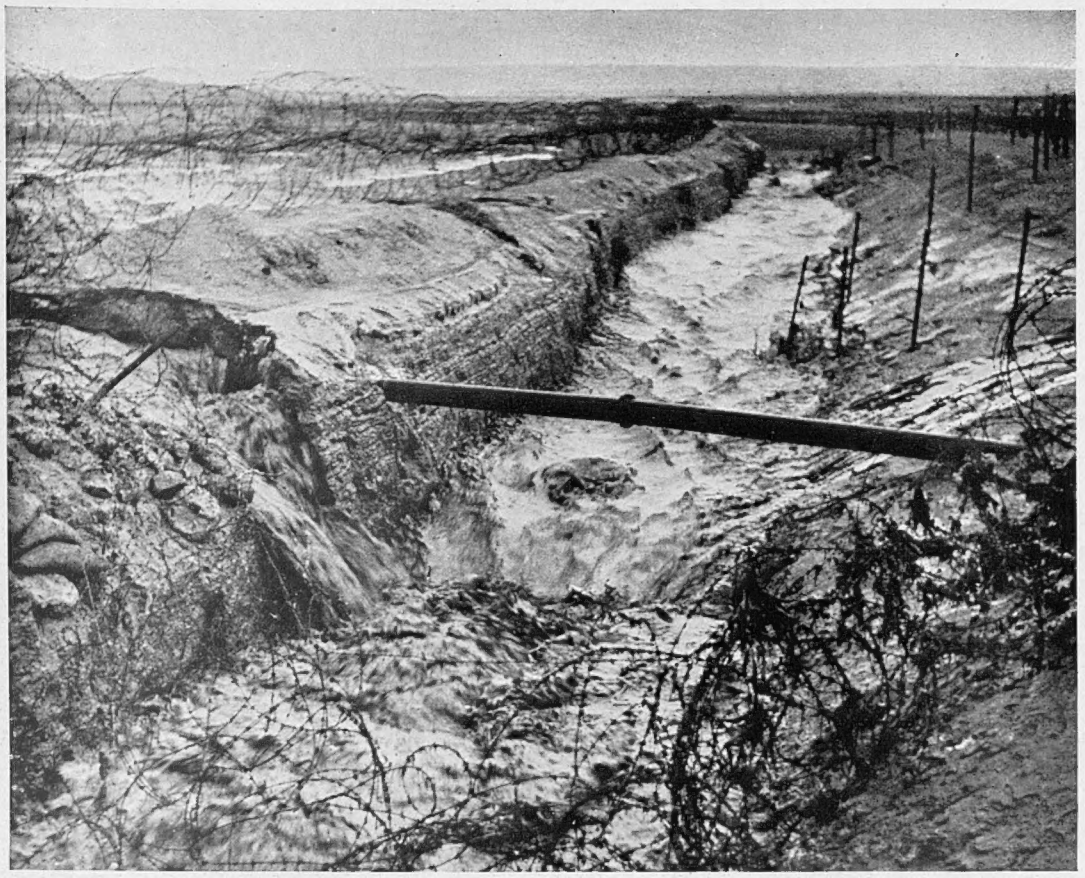
WHAT THE DESERT LOOKED LIKE AFTER THE RAINS: In the foreground is a tank trap, into which a torrent of rain-water is rushing. The rains were heaviest along the coastal strip where (in the main) the enemy were concentrated: the weather, in its unexpectedness, may well have had an effect on our initial operations—although it undoubtedly affected the enemy's movements more than our own

THE OPENING OF THE OFFENSIVE IN LIBYA

First Pictures from the Desert Battlefield Showing the Opening Stages of the Campaign and the Weather which Accompanied It



THE GENERAL SEES FOR HIMSELF: Lieut.-General Sir Alan Cunningham, G.O.C.-in-C., Western Desert, sets off for an aerial reconnaissance over the area of conflict



HOW THE WEATHER SUDDENLY WORSENED IN THE NORTHERN AREA ALONG THE COAST AS ZERO HOUR APPROACHED: Water rushing down into one of the desert defence lines

When the moment came to open the offensive in Libya, quite suddenly the weather took a hand. For two days heavy rains fell, mainly in the coastal strip to the north: camps, tank traps and ditches, and whole areas of the desert were submerged by the cloudbursts. Although, at the outset, the weather operated mainly against the enemy, later it began to hamper our own operations. The New Zealanders, especially, working along the coast around Bardia and along the Trigh-Capuzzo Road, experienced exceptional climatic difficulties. After many long months of burning heat, it would seem as if the weather has at last broken in the desert. Not only was the rain a feature of the opening stages of the campaign, but the days were grey and heavy, with leaden skies; and the nights cold and damp

BRITISH INFANTRY TANKS SEEN ON THE MOVE OUTSIDE THE PERIMETER OF TOBRUK: This was an impressive sight as the offensive began and the men of Tobruk began to link up. The tanks are here seen closed down for action and moving up towards the scene of action. Later the forces from Tobruk were able to effect a junction with the other British and Imperial troops from the east and south

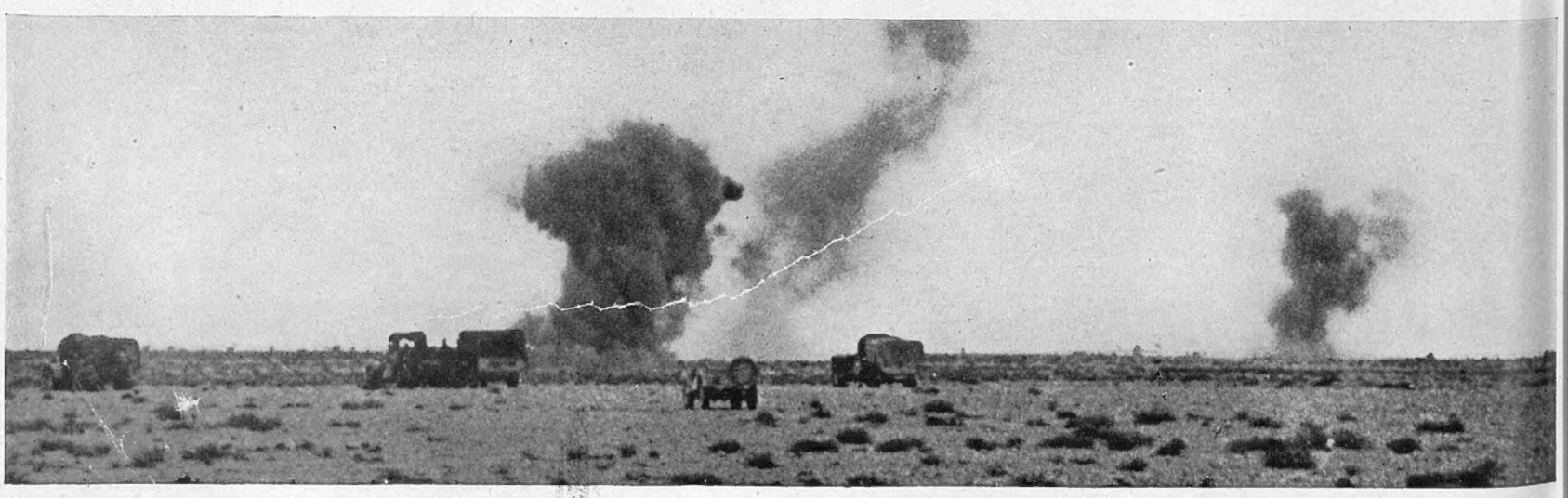
The OPENING of the OFFENSIVE (cont.)

BRITISH AND INDIAN TROOPS AND TANKS GOING FORWARD: When this picture was taken, the column was actually negotiating an enemy minefield. For many months the Germans and Italians had been engaged in the planting of these at strategic points

CROSSING THE BORDER INTO LIBYA: This British vehicle is passing through the famous barbed-wire defence line which was built by the Italians from Sollum to Sidi Omar

A CONVOY OF TROOPS AND SUPPLIES GOING UP TO THE FORWARD AREAS: Crossing one of the light-desert-railway tracks, the road stretches out into the distance across the meagre scrub, with a road junction in the middle distance

THE TROOP COMMANDER GOES FORWARD in his tank to view the enemy's position and see how his own shots are falling. This picture was taken before one of the advanced posts at Tobruk

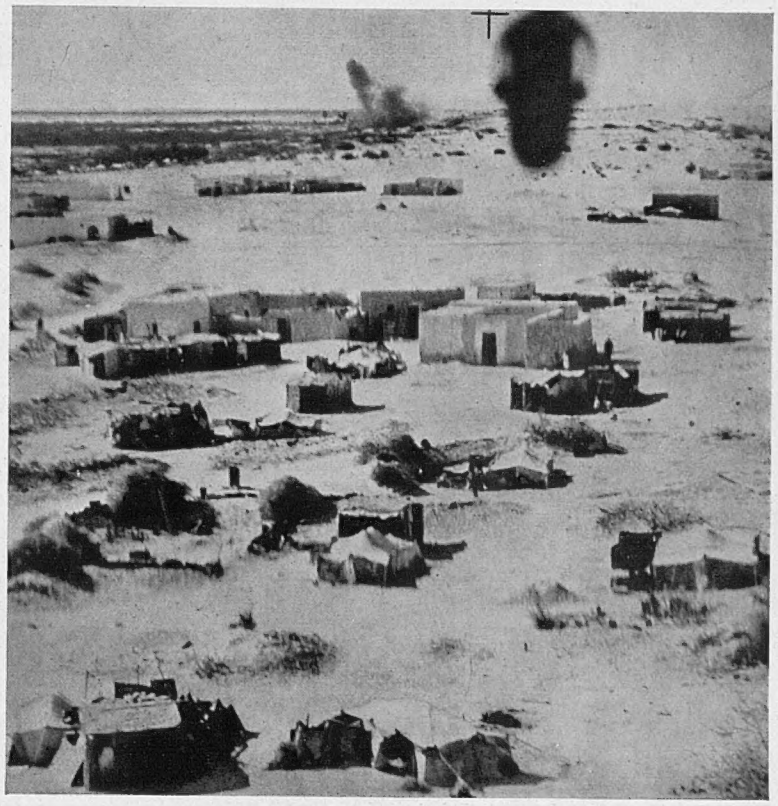


THE ENEMY SHELLING VEHICLES AS THEY ADVANCE: Far away in the distance, across the level plain and invisible from the ground, the enemy batteries have received notification of the passage of British columns. The guns have opened up and shells are falling fairly close

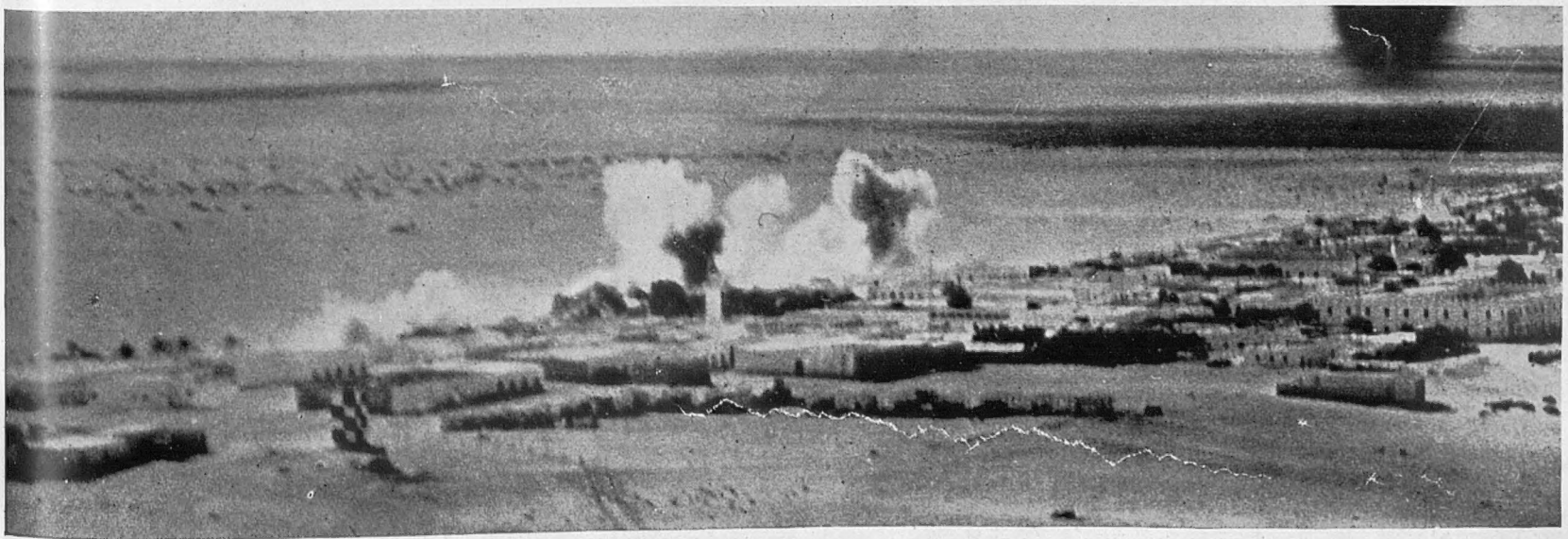
ITALIAN PRISONERS BEING INSPECTED BY A BRITISH OFFICER: All in this group are officers, and all were captured within the very first hours of our offensive. They were under a strong escort of British troops when the picture was taken

A BRITISH SERGEANT TALKING TO AN ITALIAN PRISONER: Crouching in a desert gun position, with British vehicles drawn up on the plain outside the post

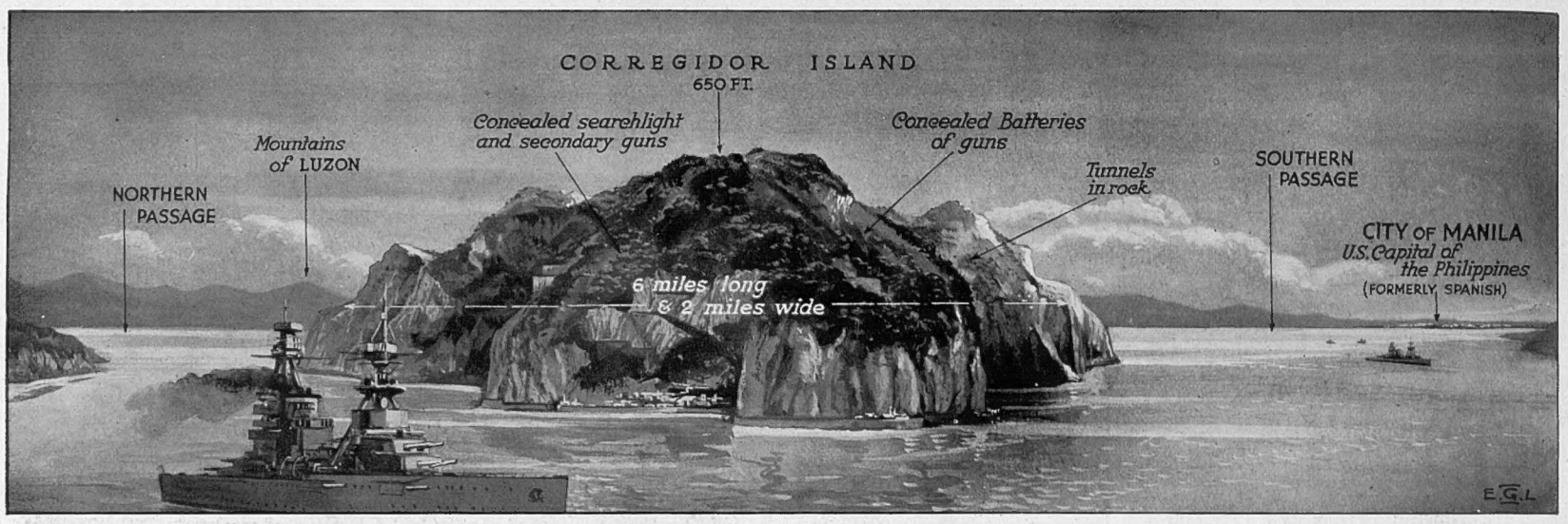
A BUNCH OF PRISONERS WAITING FOR TRANSPORT: Closely grouped together, the Italians were under a light escort of British soldiers. Later, lorries took them off to a prisoners-of-war camp out of the fighting zone



OVER THE ROOF-TOPS OF SIRTE: R.A.F. Blenheims striking at the enemy well behind the actual scene of operations in the desert. The R.A.F. concentrated on the enemy's fuel depots and installations



R.A.F. BLENHEIMS ATTACK AXIS FUEL SUPPLIES IN NORTH AFRICA: An attack on the aerodrome at Sirte. This was carried out at a very low level, direct hits being scored on two buildings on the north end of the aerodrome: a German Ju 88 was also machine-gunned. Smoke can be seen rising from the bomb bursts



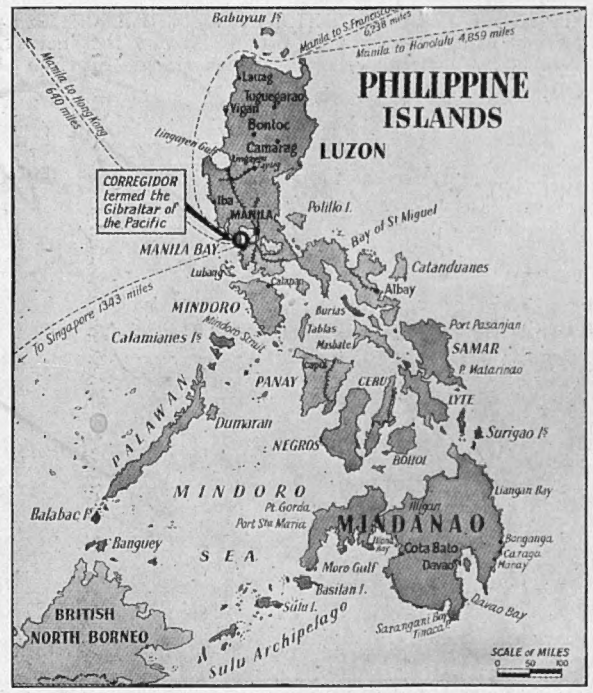
A GIBRALTAR OF THE FAR EAST: Corregidor Island, which guards the entrance to Manila Bay in the Philippines, and which is a key-point in U.S. naval strategy. This place was bombed by the Japanese at the outset of hostilities—*Drawing by E. G. Lambert*

One way or another any enemy driving down from the north must somehow pass the Philippines on the way to the Dutch East Indies or to Singapore. The entrance to the magnificent anchorage of Manila Bay is twelve miles wide, narrowing down to a deep-water strait right in the centre of which stands Corregidor Island. This is now a heavily-armoured fortress rising 650 ft. out of the water: it is six miles long and two wide, with passages on each side of it. The island's rocky terracing is as honeycombed with defence works as Gibraltar, on which it was modelled. This is one of the mighty strong points with which the Japanese Navy will have to reckon: aerial bombardment will make but little impression on it!

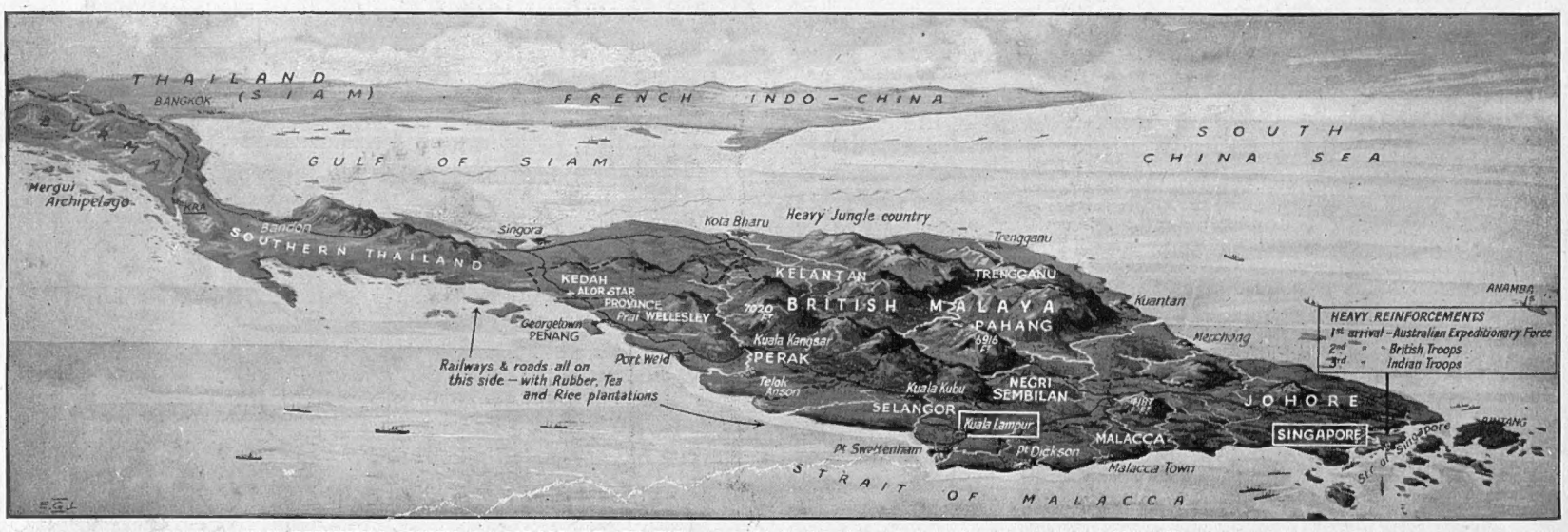
WAR IN THE PACIFIC

—*Special Sphere Maps and Drawings*

HOW JAPAN STANDS IN THE PACIFIC, in relation to British-American interests and with regard to China
—*A special Sphere Map*



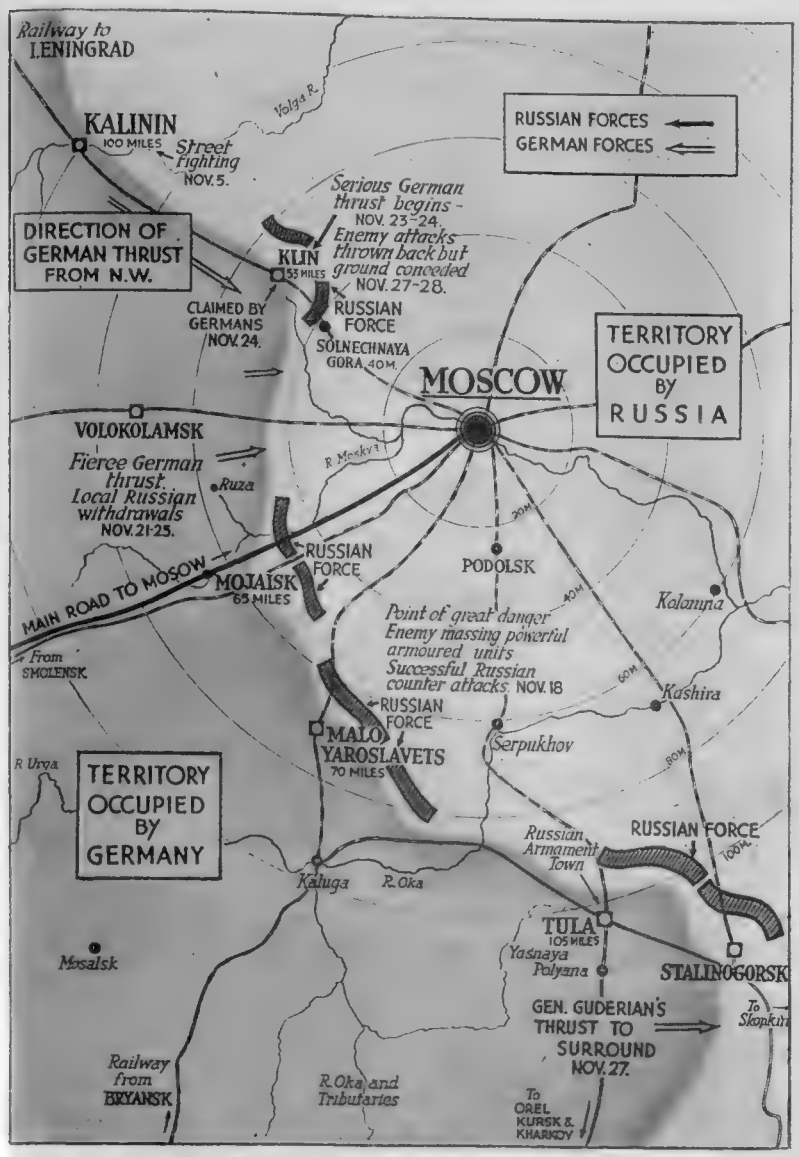
THE UNITED STATES POSSESSIONS IN THE CHINA SEAS—The Philippine group, with the Naval Base at Manila: This group of islands, in the northern part of the East Indies, numbers more than 3,100. In the larger map *on the left*, the areas marked solid black indicate Japanese possessions in Asia. First comes the Japanese Islands; then, on the mainland, Korea and Manchukuo; to the south lies the big island of Formosa, now a Japanese air base. French Indo-China is the scene of Japan's latest extension in this area, from which Thailand, Burma and Singapore were all directly threatened



THE MALAYAN PENINSULA, WITH SINGAPORE AT ITS TIP, on which the Japs have already attempted landings—*Drawing by E. G. Lambert*

Key-point in the Far East, Singapore is now in a state of complete preparedness: its garrison has been strongly reinforced over a period of months, and the arrival of a British squadron within the last few days has still further stabilised our position. Within a very short time after the declaration of war by Japan, enemy troops attempted an invasion of the peninsula. This was everywhere repulsed, with heavy losses to the enemy. The special *Sphere* drawing reproduced here shows the salient features of Singapore and its surroundings. The Malayan Peninsula stretches away to the northwards to link up with Thailand, and, farther afield, with Burma. Both these latter countries are now directly menaced by the war

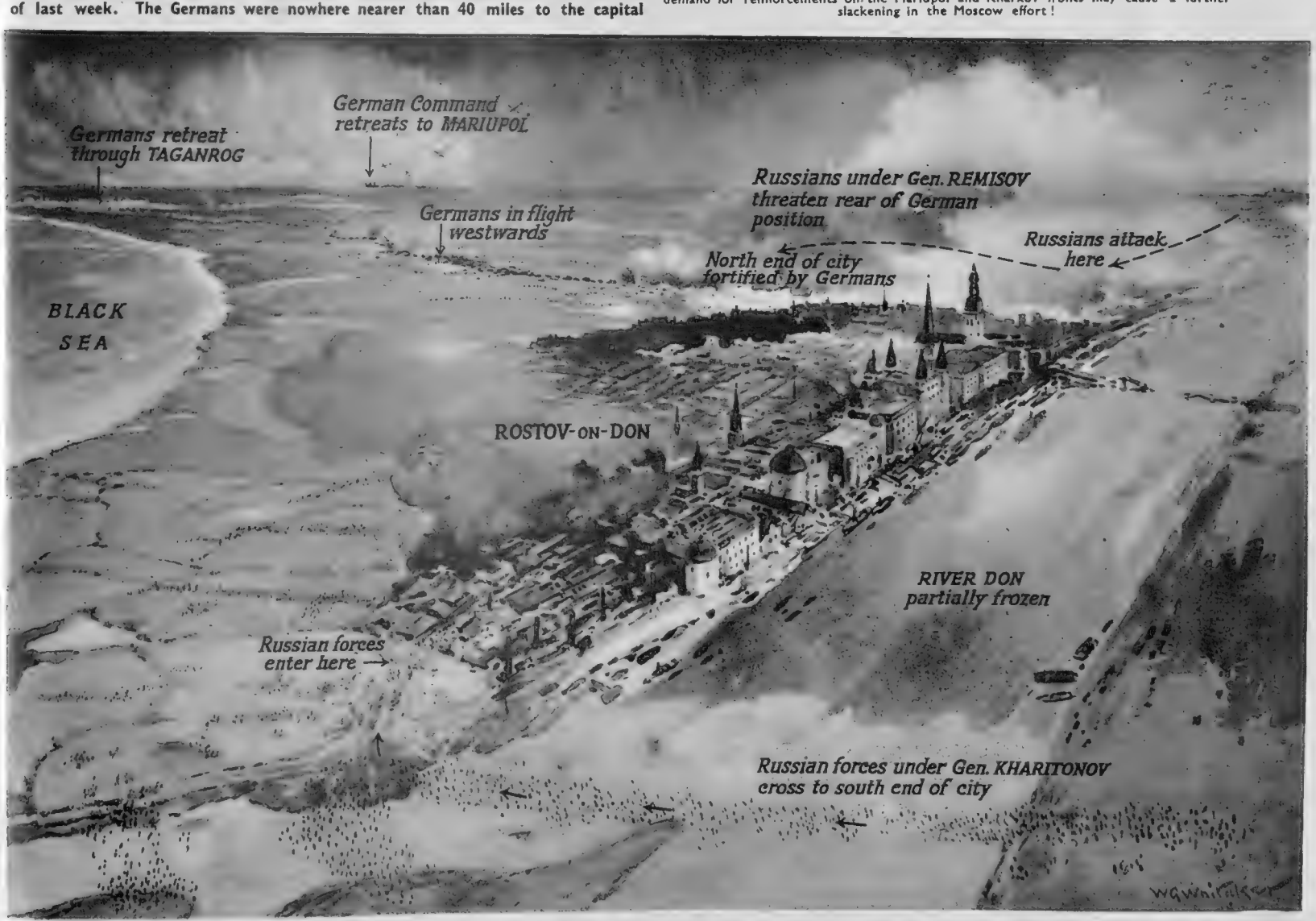
THE CAMPAIGN IN RUSSIA



THE BATTLE FOR MOSCOW: How the two armies faced each other at the end of last week. The Germans were nowhere nearer than 40 miles to the capital

AMERICAN AID FOR RUSSIA: Freight-cars in the United States loaded with munitions for despatch to the Eastern Front: More than 200 freight-cars filled with materials of war destined for Russia were awaiting shipment from the port of Boston when this picture was taken, and a portion of these are shown above. At the same time a Boston merchantman, already painted battleship grey, was being speedily put in shape for the trip across the ocean. The freighter was to be armed and the bridge-housing armour-plated

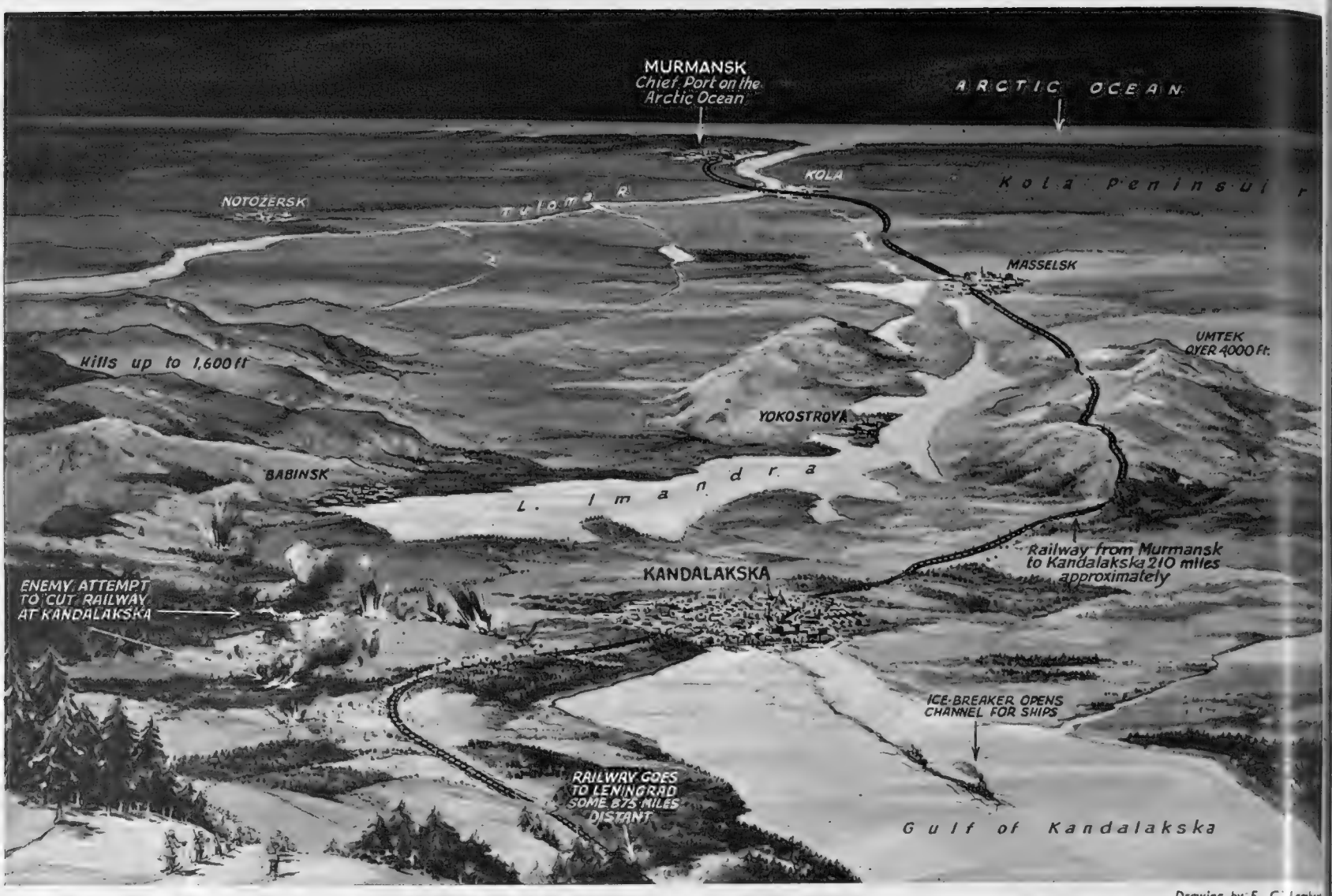
On left—Out of the confused welter of conflicting reports, it is now possible to envisage the Battle for Moscow and how the two armies stood at the end of last week. There had been reports that the Germans were within 25 miles of the Russian capital: one report even went so far as to say 19 miles! The map published on the left represents the true state of affairs as it was known a few days ago. To the north-west, the town of Klin was the danger-point, for here the Germans were at their nearest and ground had been conceded by the Russians: to the south-west also a strong push had developed, but was successfully checked. By last week-end the battle had died down considerably, although the position around the capital was generally stated (by the Russians themselves) as "serious." It may be that, by the time this issue appears, further strong efforts will have been made by the enemy—for their need for winter quarters is now indeed urgent! On the other hand, the demand for reinforcements on the Mariupol and Kharkov fronts may cause a further slackening in the Moscow effort!



RUSSIA COUNTER-ATTACKS IN FULL FORCE ON THE SOUTHERN FRONT: The driving-out of the German army of General von Kleist from Rostov-on-the-Don and the enemy's retreat in disorder towards Mariupol—*Drawing by W. G. Whitaker*

The most astonishing situation of the Russo-German war arose on the southernmost sector when, on the night of Friday, November 28, the German forces, under General von Kleist, who had occupied the city, were counter-attacked with such good effect that the whole of the German forces in and around the city were seen to be in full retreat along the coast road to Taganrog. The Germans had been pincered between two Russian forces, one operating from the north-east, and the other from the south. General Remisov's force attacked the city on the north, and, while engaging enemy troops who were manning barricades and other obstacles, succeeded in fighting their way towards the enemy's lines of communication with Taganrog. At the same time General Kharitonov's force attacked the southern end of the city across the half-frozen River Don. This situation induced a stampede from the city and a pell-mell flight towards Taganrog. The encircling movement must have been very threatening to have induced this undoubted flight from a position of such importance as the "Gateway to the Caucasus."

b



Drawing by E. G. Lambert

AT THE VERY FAR NORTH OF THE RUSSIAN FRONT: The Finns fight on the edge of the Darkness area from Kandalakska to Murmansk, within the Arctic Circle

One of the points where prolonged fighting has been in operation in the northernmost area of the Russo-German conflict lies in the district of the Gulf of Kandalakska, an arm of the White Sea (the same sea as that upon which Archangel is situated). At the head of the Gulf is the town of Kandalakska, and through it runs the railway to Murmansk; the Arctic port lies some 210 miles to the north of Kandalakska. Finns and Germans have been trying to force their way to the railway at this point, and had not succeeded in doing so. The Finns operate on skis with great skill, but apparently the Russians have learned much since the last campaign. Northward of Kandalakska the grip of winter makes fighting almost impossible

THE CAMPAIGN IN RUSSIA *(continued)*

THE STRANGE FIGHT OF THE FINNS

TWO years ago Finland aroused the admiration of the world by her heroic resistance against Russia, who had claimed certain territory. But to-day the Finns have thrown over all this and are rapidly losing the universal respect they had gained. In December 1939 they had represented a democratic country fighting for personal freedom, but now they are fighting alongside the enemy of all freedom.

Finland's own explanation is that she is fighting to regain her old frontiers and permanent security, as if such a condition were ever possible. When Germany invaded Russia on June 22 Hitler stated that the Finns were marching with the Nazi troops, but this was promptly denied by the Finnish Government, who announced their neutrality, though at the same time allowing German forces to enter their country. Britain informed Finland that she regretted her attitude and that it would not be possible to regard Governments who had compromised their neutrality in the same way as those who did not.

The military objectives planned with the Germans were the taking of Murmansk, the ice-free port in the Arctic, the cutting across from Salla to Kandalakska on the White Sea, the capture of the Karelian Isthmus and thus holding Leningrad from the north; and the seizure of the Murmansk railway from Leningrad, which would cut off supplies arriving from the sea.

Late in September the British Government warned Finland that they would be

THE FINNISH ATTACKS IN THE LENINGRAD AREA: The twin offensive across the Karelian Isthmus and towards the Svir Canal seems to have "stuck" at the moment of writing; no progress has been recorded during recent weeks

AFTER THEIR ENTRY INTO SORTAVALLA, AT THE NORTHERNMOST TIP OF LAKE LADOGA: Finnish troops embarking on the lake to push on after the Russians, who, at that time (some weeks ago) were being hard pressed

obliged to treat them as open enemies, both now and at peace, if they continued to invade Russia beyond their old frontiers. The United States also sent a warning to Finland that if friendship was to be maintained military operations against Russia must cease. In August Mr. Cordell Hull had informed the Finnish Minister at Washington that the Soviet were prepared to discuss peace with territorial concessions, but the Finnish Government had made no response. A long reply was sent, on November 12, to the United States' warning, under the name of Finland, but from its tone, giving the authorship from Berlin. She definitely rejected the suggestion of withdrawing her troops as it would leave her exposed to Russian attack; could not see "how Finnish occupation of some areas from which her security is threatened could menace the security of the United States; and did not consider she was threatened in independence or freedom of action by Germany." Mr. Cordell Hull pointed out that Finland had not met the chief point that a crisis would arise if American supplies to the Soviet were attacked.

Among the Finnish people there is much gloom and depression, especially at the way the war is prolonged far beyond the German anticipation. Food shortage was considerable early in the summer, owing to poor crops and the blockade—and has increased as the

TYPES OF FINNISH FIGHTING MEN: Showing the wartime kit of these tough soldiers, who are now fighting their second campaign. This picture was taken on the northern frontier this summer

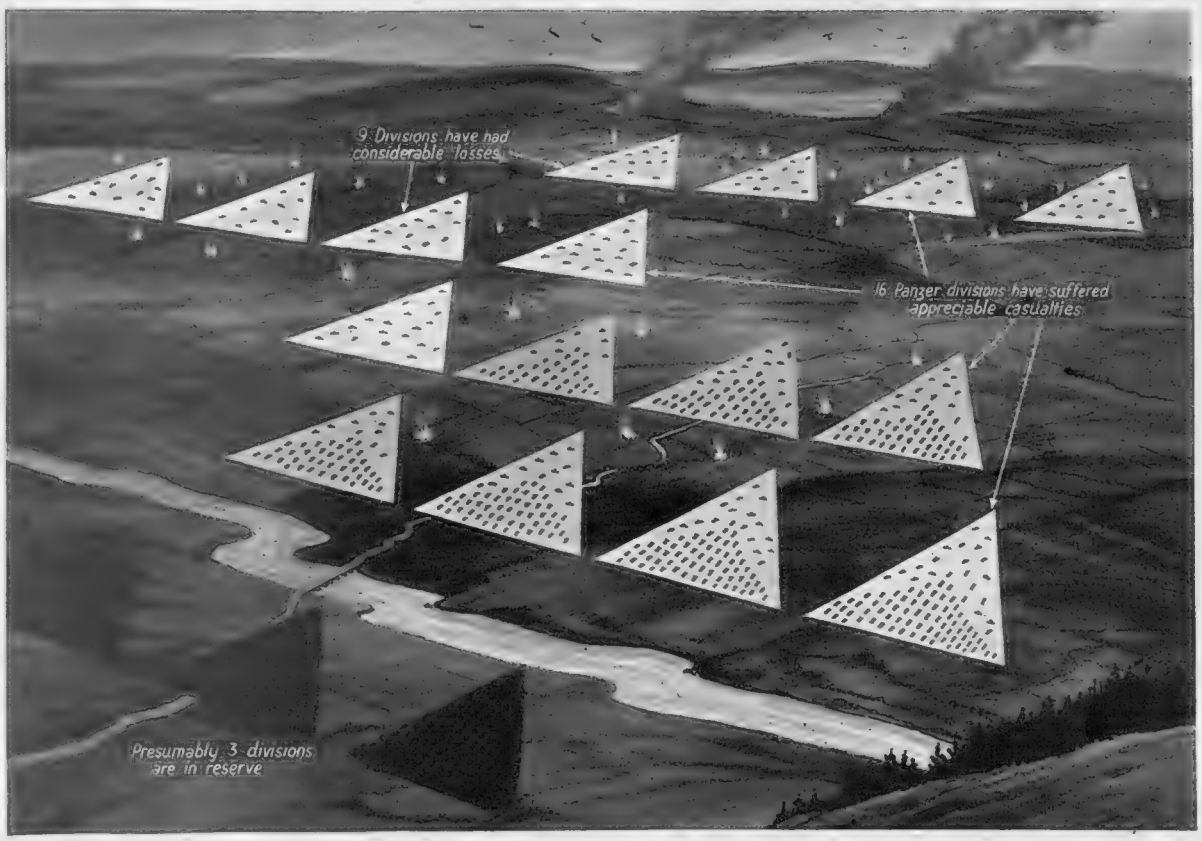
THE FINNISH PRIME MINISTER, MR. RANGELL, inspecting a tank at Salla after the Finns had captured the city from the Russians

weeks have gone by. Certain sections of the people are definitely pro-Nazi, having been lured by extravagant German promises of a Greater Finland—those promises which are so quickly forgotten when nothing further is required by Berlin. Field-Marshal Mannerheim, who has gained such renown in the war for independence, has now fallen under the Führer's influence, has accepted a high honour at his hands, and is, in consequence, bent upon pursuing the war. As for the Finnish Government, it seems to have forgotten that it was fear of Germany which prevented help reaching Finland in her hour of need, and has swallowed with apparent satisfaction Hitler's egregious explanation of his neglect of their appeal at that time.

The last action of the Finnish Government which finally marked its attitude towards Germany was the signing of the Anti-Comintern Pact, with all due pomp and ceremony, at Berlin on November 25—an act which showed full sympathy with Nazi aims. In return for this compliance Hitler sent a large consignment of grain, 75,000 tons. Though the Finnish people are anxious as to the effect which this may have upon the United States and Great Britain, the Finnish Government are playing the Nazi game with full co-operation. The Premier, Mr. Rangell, has just stated that Finland's relations with Germany "are based on common military interests, fraternity, loyal friendship and reciprocal respect." The former Finland seems to have passed away, the Land of Free Men is now throwing in her lot with the country whose aim is the enslavement of the whole of Europe, and whose cruelty can already be observed upon the unfortunate lands under her sway.

A DECLINE in PANZERS?

How German Tank Losses in Russia and Elsewhere May Affect the Course of the War



GERMAN PANZER LOSSES IN RUSSIA, summarised in diagram form—*By L. Ashwell Wood*

Information received from the Eastern Front reveals that, of the German Panzer Divisions employed there, sixteen have suffered appreciable losses; nine of these, in fact, have experienced considerable losses in both men and material. This is good news—for Germany's chief strength has hitherto lain in her armoured forces, which have taken years to train and equip. With them she subdued Poland and overawed France. It may well be that the Russian campaign may have exposed the Achilles heel of the enemy!

THE most important military news for some time was sent from Moscow the other day, when it was stated that sixteen out of nineteen German Panzer divisions fighting in Russia had suffered "appreciable casualties," nine of them experiencing considerable losses in men and materials. Taken in conjunction with the news of our own Libyan blows against the German spearhead, and discounted carefully to allow for error or exaggeration, this intelligence may be considered as distinctly heartening. Look at these facts:

Each of the *Wehrmacht's* successful campaigns has hitherto been won chiefly by the Panzer divisions. They have represented the main instrument of the new mobile-war tactic. Five of them in Poland did the chief work at once of carving up the local army of some forty-five infantry divisions, ten cavalry brigades and one mechanised brigade.

Then the main work in France was done by Reichenau's five Panzers—against numerically huge Allied forces which did possess some 2,000 unsuitable tanks, but no Panzer divisions as such. Two or three Panzers sufficed to take Yugoslavia, Greece and Cyrenaica in quick time.

Now, Germany had about 10,000 first-line tanks at the opening of the Russian campaign, and, as approximately 500 tanks used to go to a Panzer (though the number has since been reduced in some cases), that meant about twenty to twenty-five of these divisions could be mobilised. Actually, the Russians declare that at least nineteen of those were sent to their country—a great compliment in itself, for the total mobilised against France was only fifteen, of which those five of Reichenau's did most of the real work. But what a gamble for the German General Staff!

The figure of nineteen Panzer divisions may not look very impressive on paper. But just ask Lord Beaverbrook or General Martel how long it takes to build, constitute and train a single armoured division in this country. That is the crux of the matter. A German expert said once that the organisation of three Panzers a year was the limit of to-day's industrial and training capacity. This is the most expensive and complicated formation of modern war, only comparable with a force of bomber aircraft, save that, when you have trained the air-crews and got the machines, you are fixed.

Now, the German Air Force is good; and the infantry and the artillery and the parachutists. But the irresistible land strength of our enemy in this war has hitherto resided foremostly in the Panzers—of which he has sent the bulk to Russia, and of which the Russians now claim to have immobilised a considerable number.

Moscow was not so foolish as to speak of "annihilation" of German tank divisions. As we know from our own experiences in Libya, tanks are not completely removed from this earth so easily as that. Even a direct hit from a field-gun or an explosion underneath the vehicle of a land-mine does not necessarily reduce the machine to a mass of twisted metal.

But what applies to individual machines does not apply always to Panzer divisions. These, to act properly, must be self-contained units, homogeneous wholes of carefully-interlocked parts. Each division has: (1) its brigade of lorry-borne infantry; (2) its mechanised reconnaissance unit of motor-cyclists; (3) its regiment of field-artillery; (4) its anti-tank battalion; (5) its heavy machine-gun battalion; (6) its engineer battalion, with elaborate equipment; (7) its ordnance field-workshops; (8) its fuel, food and signals lorries; (9) its own squadron of supporting aircraft.

Therefore, damage to one part of a Panzer may temporarily immobilise or seriously weaken the whole. There, perhaps, is the chief explanation of why the speed of the German advance across Russia has steadily declined. The latest offensive against Moscow has consisted of short, sharp jabs, instead of the former powerful, continuous thrusts; and, if the Russian estimates of Panzer casualties are correct, it is easy to see why.

Moreover, it is obvious that, for the rapid reorganisation of Panzers, full workshop, training and parking facilities would be needed—not likely to be available under fire in the snow of the wind-swept steppes between Poland and Moscow. Even Guderian, genius of the Panzer game, was badly bogged before Tula until recently, and hasn't recovered his impetus yet. It may be that full reorganisation of the Panzers can only be carried out far behind the battlefield, and may not be carried out fully until at least next spring.

Probably the world will one day appreciate the huge service rendered to the Allied cause by this achievement of the Russians in temporarily crippling the chief instrument of the Nazi war machine. If we smash the two African Panzers, we will also have made our preliminary contribution. For the meantime, perhaps, the *Wehrmacht* will be put back to approximately where it started the war, with some ten fully-operational Panzers, as against the twenty to twenty-five it had before the assault on Russia.

D. C.

NEWS ITEMS FROM MANY QUARTERS

"SAVED BY A U-BOAT," according to a Berlin statement: These R.A.F. men were picked up recently in the Atlantic by a German U-boat, according to an enemy report. They are here seen leaving a "canal lock-house," after interrogation, for a prison camp in Germany

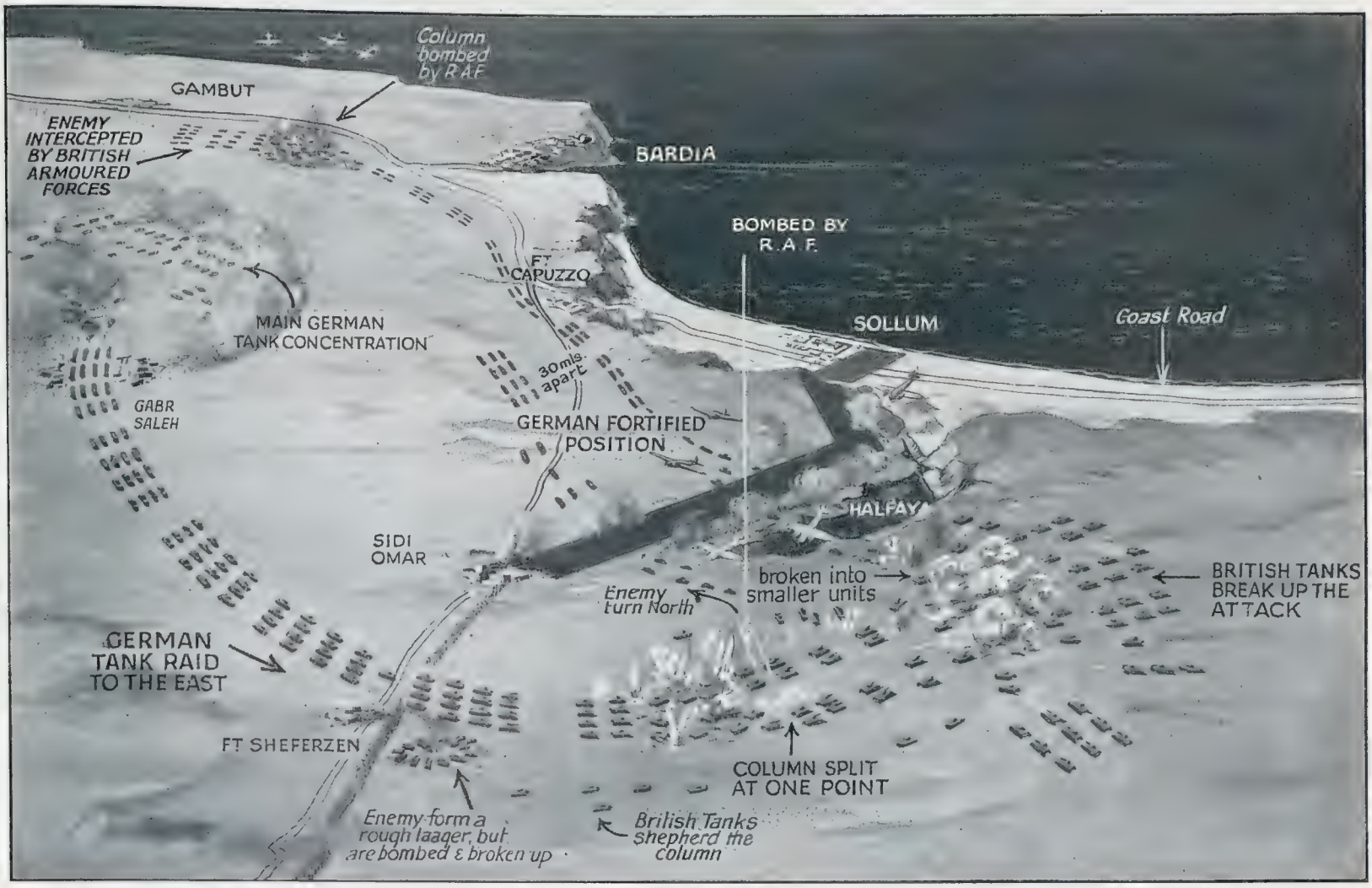
"THE FÜHRER ADDRESSES OLD FIGHTERS": The German caption to this picture runs as follows—"Arriving unexpectedly in Munich on the evening preceding November 9th, 1941, the Führer addressed his comrades and old Party members in the traditional hall of the Lowenbrau cellar. Our photograph shows the Führer during his address. Behind him, First Storm Section-Leader Jacob Grimmiger with the Blood Banner"

THE CREW OF A BRITISH BOMBER WHICH LANDED IN PORTUGAL and which was thereupon set on fire: A British twin-engined bomber recently landed in Portugal at the new Lisbon aerodrome being constructed at Portala de Sacavem. The pilots reported that they had lost their way over the Atlantic while flying from England to Gibraltar with a full load of bombs and ammunition. After removing the latter to a safe distance the crew set the bomber on fire. They are here seen being driven to Lisbon under an escort of Portuguese police

CANADIAN TROOPS STRENGTHEN THE HONG KONG DEFENCES: This contingent was photographed at an unnamed station in Canada, waiting for a train. It was afterwards announced that these men had all been landed safely in the Crown Colony of Hong Kong, which is now strongly garrisoned to meet any threat to this fortress in the Far East

JAPANESE BOMBER CREWS RECEIVING INSTRUCTIONS: From Tokyo comes this picture of Japanese bomber crews receiving orders before taking off on a bombing mission over North China bases. The Japanese Air Force is very largely composed of bombers at the present time; it has experienced little of fighter opposition so far

LEADING "ISOLATIONISTS" OF THE UNITED STATES: From left to right are Senator Gerald Nye, of North Dakota, Senator Burton K. Wheeler, of Montana, Charles A. Lindbergh and John Cudahy (former U.S. Ambassador to Belgium). All were on the rostrum at a big rally of the "America First" organisation in Madison Square Garden: on this occasion the hall was crowded and nearly 12,000 overflow listeners thronged streets near by



1. A DARING ATTEMPT BY GENERAL ROMMEL WHICH, HOWEVER, CAME TO NAUGHT: The German tank sortie towards Egypt to the south of the Sidi Omar positions. Bombed by the R.A.F. and attacked by tanks, the Germans were ultimately forced back into Libya—*Drawing by E. G. Lambert*

BATTLE in the DESERT

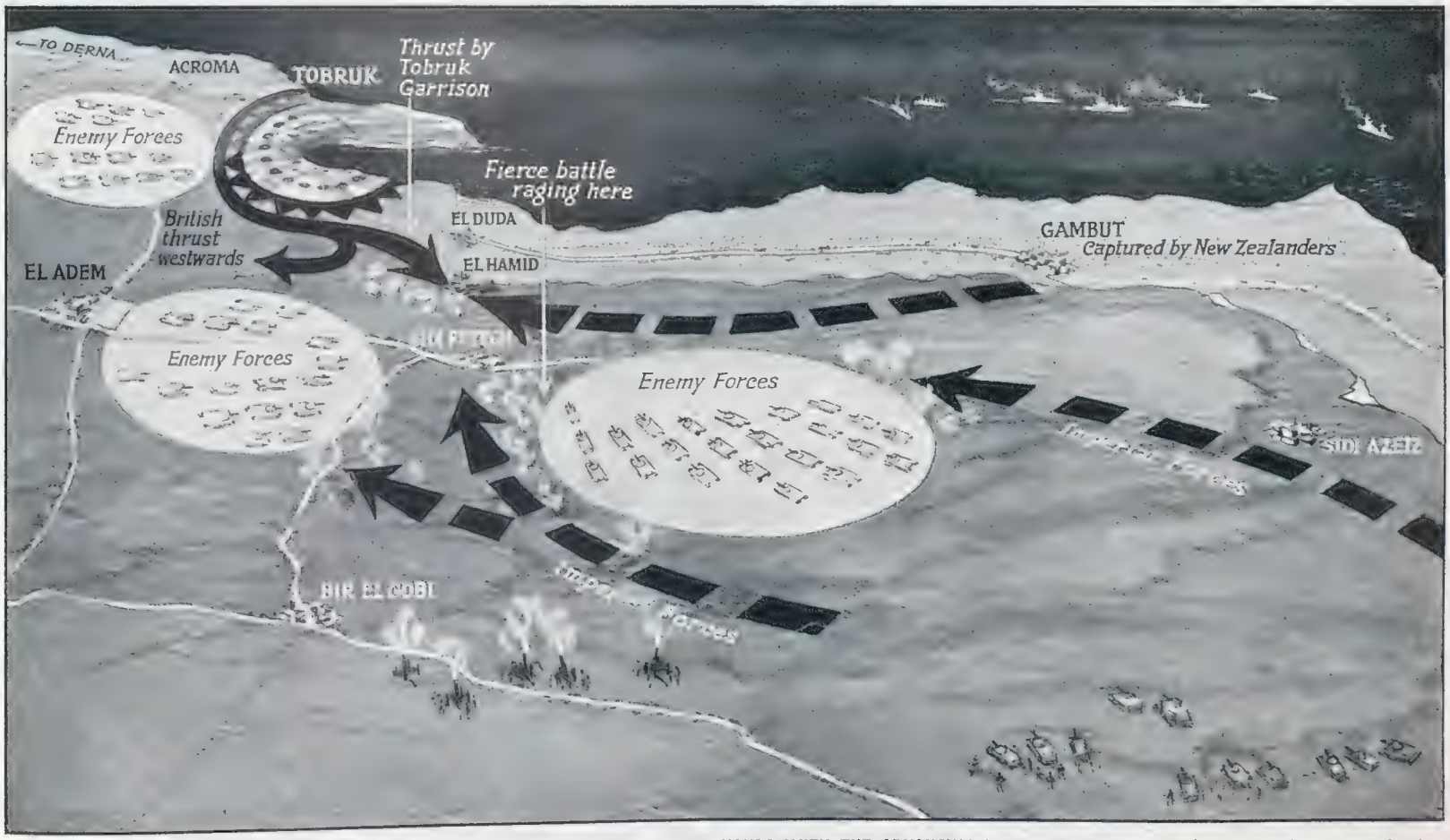
—THE SECOND WEEK OF THE CAMPAIGN

Continuing the Detailed and Connected Narrative Begun in Last Week's Issue

Illustrated with a Special Series of Diagrams and Drawings

One of the most notable events to be recorded in this second series of diagram pictures of the Libyan battle was the sortie of General von Rommel (he is believed to have accompanied the expedition himself) towards the British rear positions on the Egyptian side of the frontier. His route took him through the barbed-wire barrier near Fort Sheferzen; he did not continue to the south-eastwards, but bore up towards the fortified line between Sidi Omar and Halfaya. The R.A.F. spotted the column and vigorously strafed it from the air, at the same time giving warning to the High Command. Soon the German force was being hotly engaged on the ground by British tanks. The Germans then returned through the fortified line and worked their way back to Sidi Rezegh. The movement occupied some three days

Below—The breaking-out of the beleaguered Tobruk garrison was eagerly awaited: they were not able at first to make effective contact with the British Imperial Forces operating from the east and south-east, however, as heavy opposition was encountered. A second advance was made in a south-easterly direction, and at last contact was made with the New Zealand column which had been working its way along the coast. This very welcome achievement was then followed by a steady widening of the "corridor" from Tobruk to the south, by means of which the German concentrations around Sidi Rezegh and other points were cut off from hope of further reinforcement from Derna and the other supply bases to the west. Strong enemy forces were still in the vicinity of the Tobruk perimeter at this stage in the operations



2. HOW THE BELEAGUERED GARRISON OF TOBRUK PUSHED FORWARD TO JOIN HANDS WITH THE ADVANCING BRITISH FORCES: Joining up with the New Zealanders near El Duda, a "corridor" was soon established, cutting off Von Rommel from his supply bases to the westwards and from Derna—*Drawing by H. P. Burton*

3. THE ROUTE FOLLOWED BY THE NEW ZEALANDERS ALONG THE COAST TOWARDS BARDIA: How that town was "mopped up" and how the enemy's stores and supplies at Gambut (in large quantities) fell into British hands—*Drawing by E. G. Lambert*

Bardia is the port on the opposite shore from Sollum: it marks the point at which the Cyrenaican coast bends northwards from Fort Capuzzo. It was not held in great strength by the enemy, but the advancing New Zealanders had to deploy certain forces from the road known as Trigh-Capuzzo down to the port in order to clear the place of certain pockets of resistance. These were found to consist of Italians, and they did not delay the New Zealanders long! The latter then passed on up the road, and they were able (after a further action) to occupy Gambut. This is only a small place on the main road: its significance lay in the fact that it was an important supply point for the Italian and German forces in the neighbourhood. The plain around Gambut was described as being literally covered with stores of all kinds; the loss of these must have proved very serious to the enemy, and much of them will prove a very welcome addition to the local supplies of the British-Imperial columns

4. HOW THE TIDE OF BATTLE SWUNG IN AND OUT OF THE SMALL VILLAGE OF SIDI REZEGH: It is here that the main German tank concentrations were encountered, the village many times changing hands—*Drawing by L. Ashwell Wood*

By a determined counter-attack, the original British column which had advanced northwards, together with South African troops, recaptured Sidi Rezegh and the area to the north, including the palm cluster of El Hamid four miles to the north. Just before, this force had been driven eight miles to the south-east in the direction of Sidi Muftah; but here the British turned and fought their way back towards the aerodrome and Sidi Rezegh itself. For three days this force had to withstand constant counter-attacks from the main German armoured columns

The SECOND WEEK of the LIBYAN CAMPAIGN

November 24. Monday.—South African troops became engaged in close fighting with the main German concentration around Sidi Rezegh; this force was endeavouring to push westward. The New Zealanders captured Gambut, which was found to contain a great mass of stores covering the plain, whilst Indian troops continued to work round the rear of the Halfaya-Sidi Omar defensive positions, capturing many field-guns in the operation.

November 25. Tuesday.—Intensive fighting continued in the Sidi Rezegh area, reinforcements which reached the area on the day previous becoming involved. The South Africans, the first to be deployed, were heavily attacked by lorry-borne infantry supported by tanks. The South African troops, who were heavily outnumbered in the particular sector for which they were responsible, fought with magnificent courage until British armoured forces put in a counter-attack, which eventually drove off the German tanks with heavy losses. Meanwhile, New Zealand forces, supported by British tanks, continued their advance towards Tobruk along the roadway known as the Trigh-Capuzzo. Throughout its course, this battle has been very heavy. On both sides ground was yielded and regained only after bitter fighting, in which the main object was the destruction of opposing armoured units. Tank casualties were heavy on both sides.

The British force which sallied from Tobruk consolidated the positions gained and captured more than 2,000 prisoners, of whom about half were Germans. In the frontier area more than 1,000 prisoners had already been taken and many more were coming in.

November 26. Wednesday.—The three-day battle around Sidi Rezegh continued to rage.

The Germans were still contained in Sollum, although the Sidi Omar position at the other end of the defensive line fell to a British County Regiment and Indian troops. Italian and other troops were drawn off from the containing line around Tobruk and consolidated with the main German mass around Sidi Rezegh. The New Zealanders to the north continued to press westward, while the Tobruk sally force pressed on towards the east, capturing 24 guns. Sidi Rezegh village itself was recaptured by New Zealanders.

The Germans made a sortie in the direction of Sidi Omar, pressing south eastwards through the wire line, probably at Fort Sheferzen. This force was heavily bombed by the R.A.F. and forced to turn back in a north-westward direction.

November 27. Thursday.—The New Zealanders and the Tobruk sally force made direct contact in the northerly area, above the main tank battle position. Meanwhile, the enemy raiding column, swelled by German elements which had joined it from the defensive positions between Halfaya and Sidi Omar,

BATTLE IN THE DESERT (*continued*)

continued to move westward in two main bodies, with the evident intention of trying to rejoin the main Axis forces engaged in the battle west of Sidi Rezegh. Shortly after midday the northern body, which included a number of German tanks, was effectively engaged 12 miles south of Gambut by our bombing aircraft. It was subsequently heavily attacked by British armoured forces, which had been despatched to intercept its return. After two hours of intensive fighting, the enemy was reported to have scattered, and a large number of vehicles were observed moving north-west towards Gambut.

November 28. Friday.—Behind the Tobruk-New Zealand combined force, strong Imperial columns attacked the remnants of Rommel's armoured columns east of Sidi Rezegh. The gap between the main Axis strength and their armies west of Tobruk was steadily widened. The contact between the New Zealanders and the Tobruk garrison at El Duda was being strengthened.

November 29. Saturday.—The Germans continued to feel their way towards the west, a movement continually resisted by British and Imperial forces. Three isolated German tank forces to the S.E. of Tobruk were heavily engaged. The British and Tobruk forces widened still further their "Corridor." Later the Germans drew in a large number of their scattered remnants and these included the battered Italian "Ariete" Division from the El Gobi district.

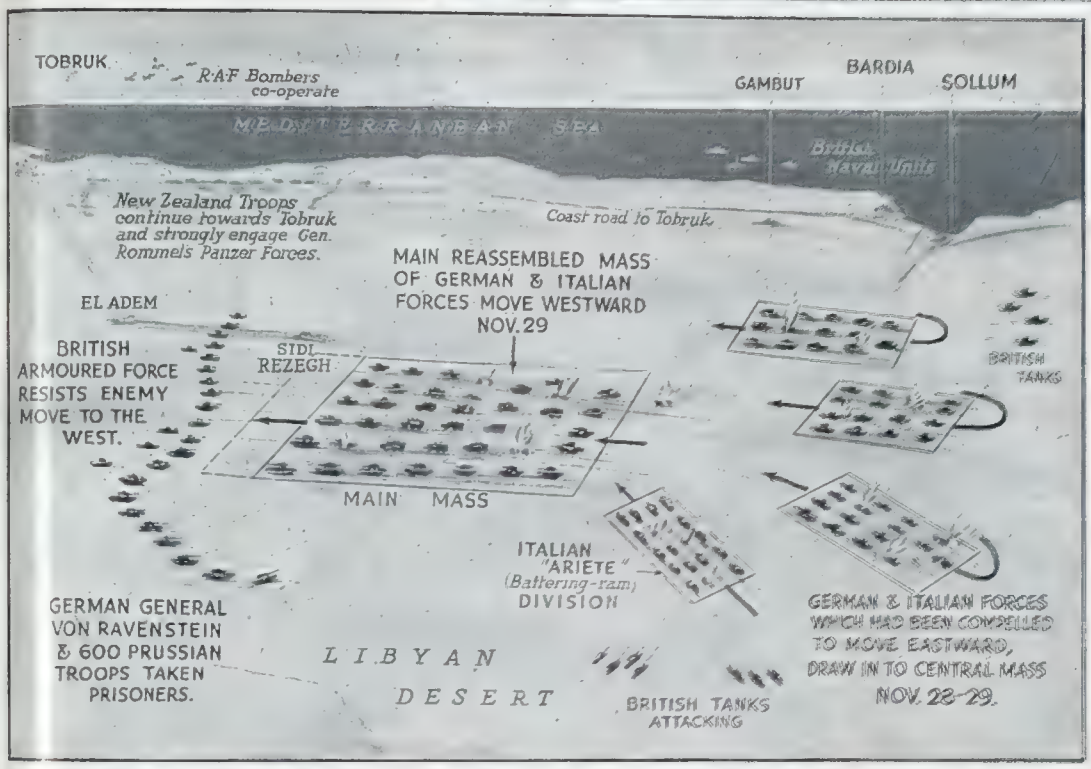
November 30. Sunday.—There was a lull on Sunday morning, with both sides actively engaged in repairing and remarshalling their tank forces. General von Ravenstein, of the 21st Panzer Division, was captured while on reconnaissance, together with a large part of an enemy battalion. He ran into a British Bren-gun carrier unexpectedly!

A British mechanised force was reported to have reached the sea on the Gulf of Sirte.

December 1. Monday.—The day was marked by an attack from a German force from the west. It came from the 15th Panzer Division, which had slipped through to the west before the "gap" was finally closed by the British. The Italian "Ariete" Division was again badly mauled and reported to be in rapid retreat.

5. THE MAGNIFICENT RESISTANCE OF THE SOUTH AFRICANS, when German infantry fought Imperial infantry—*Drawing by H. P. Burton*

One of the continual attempts of the Germans to break through to the west had to be met by reinforcements. The first to be deployed for this purpose were the South Africans; they put up a desperate resistance. When the tanks of von Rommel tried to smash through, the South African anti-tank gunners went down on their knees and gave the Germans all they had. The South Africans were outnumbered, but that magnificent stand stopped the Germans till British tanks rumbled into action to turn them back. The main conflict, however, had been one of infantry against infantry, lorry-borne and supported by tanks



6. HOW THE MAIN GERMAN MASS WAS STRENGTHENED by bringing in its scattered fragments from the east towards Sidi Rezegh—*Drawing by W. Brownlee*

The exigencies of the fighting had found German tank forces in various positions to the east of the main Panzer area; but General Rommel's policy of gathering these together in one area was maintained. It was observed that an inward movement had set in from the east in order that the tank strength should be at its maximum for another drive westward of the whole mass. The Italian "Ariete" Division was also drawn up from the south: this force does not seem to have been successfully merged into the main body, for it appears to have been caught and heavily pounded, losing half its tanks in the process. The surviving tanks were reported to be in rapid flight! The main mass made a small movement westward, but was immediately countered by a strong British resistance

7. THE STRONG THRUST INTO THE DESERT SOUTH-WESTWARDS FROM TOBRUK: The capture of the desert oases of Jalo and Augila by a British motorised force—*Drawing by Percy Hunt (See notes on left)*

On right—The force which went off into the desert after passing through the Mussolini barbed-wire line vanished for a time, to reappear 250 miles away at Jalo Oasis, where the local Italian garrison surrendered. 700 prisoners were taken, with only 20 casualties on our own side. After this operation the force moved on to Augila, another palm-embowered town, and captured that also. The Jalo Oasis consists of two small towns within the one oasis: it is more imposing in appearance than Augila, which occupies the southern end of a long mass of palms. The British force, after refitting was reported on December 2 to be again on the move. The desert track runs north-west to Jedabia and Benghazi, after crossing the shallow depression of the Wadi Fareg. Another British force has reached the sea south of Benghazi

BATTLE IN THE DESERT *(Continued)*

THE PART OF THE R.A.F. IN THE DESERT CAMPAIGN

By LEONARD R. GRIBBLE

SMOKING a cigarette in the shade afforded by a spread tarpaulin, a tank commander glances at his wrist-watch and impatiently awaits the word to go forward across the sand-flats of the Western Desert. Out of the brassy sky specks appear, grow larger, and a roaring squadron of bombers passes over, bearing the roundels of the R.A.F. on their wings. Above the bombers, screening them from high-altitude attack, fly cannon-armed Tomahawks.

Another stage of the carefully-planned and plotted British offensive is under way. Another demonstration is about to be given of the new and highly successful co-operation between the R.A.F. and British mechanised units.

That co-operation is a complicated affair. It is directed, in the first place, by two men sitting miles away in the Control Centre. One of these men is an R.A.F. officer, the other an Army officer, and throughout the advance and subsequent battle they remain in radio contact with the special air liaison officers attached to the various units of the mechanised forces. They know at every stage of the advance the progress made by the forces they have sent forward at the direction of G.H.Q. They throw into the battle fresh air strength when greater aerial striking power is required, bomber or fighter, according to the reports of the commander of the armoured forces. These bombers and fighters are sent from base aerodromes, which likewise are in touch with Control Centre. At the same time the squadrons of the Army Co-operation Command of the R.A.F., which are performing valuable reconnaissance and support work for the advancing land forces, remain in close radio contact with the tank commanders and air liaison officers, so completing the full circle of Air-Army co-operation.

That circle, unbroken by battle, unchanged by rapidly-changing conditions, is the prime cause of General Rommel's recent reverses in the Libyan Desert. It was, in fact, General Cunningham's secret weapon; for until the commencement of the advance westward into Cyrenaica British Air-Army co-operation *was* a secret, untried in actual combat.

When General Cunningham struck he filled the skies with planes and covered the sandy flats with flame-belching tanks. The initial moves in the manner of modern war were highly successful. Rommel's hosts reeled back. Transport hurrying to support him along the coast road of the Bay of Sirte were effectively strafed. Petrol tankers and lorries were blown into the air. In the Capuzzo and El Duda areas Free French and Imperial bombers hunted and dispersed tank and armoured transport concentrations. Over Sidi Rezegh and Sidi Omar radio-directed Tomahawks, clearing the way ahead of the British tanks, engaged Me. 110's and CR. 42's and shot them out of the sky. Air superiority secured, it was maintained.

More bombers roamed westward, smashing supply trains on the road south of Barce. The aerodrome at Agedabia was "blitzed," its planes and runways destroyed; aerodromes at Benina and Berka suffered in like manner.

Still the Axis hordes that had been held in reserve in the west poured eastward. Columns east and west of El Adem were bombed and shot up by the British flights. Their Tomahawks went diving low on a scalping expedition and wrecked one column seven miles long.

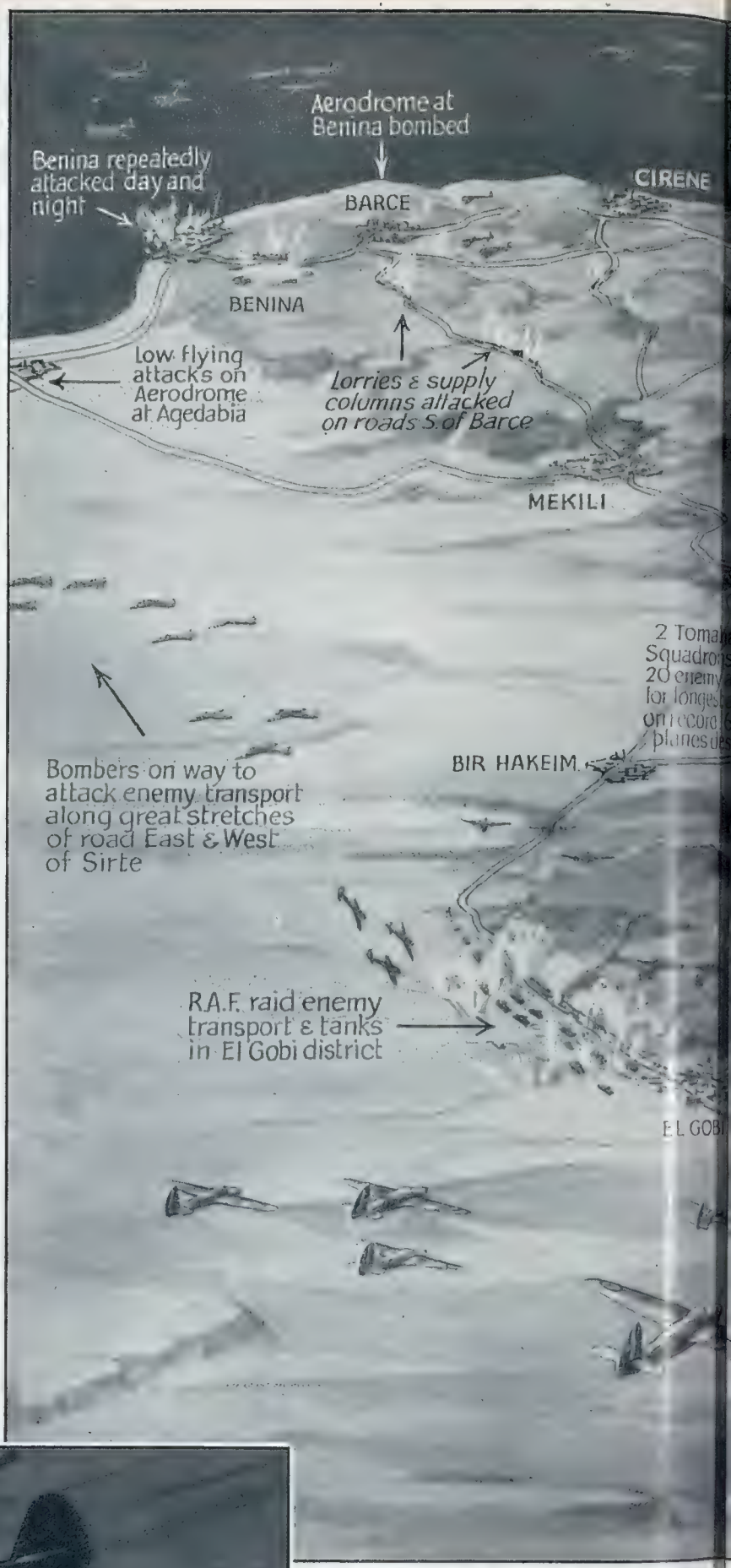
So far as desert conditions permitted, the advance moved with a clockwork rhythm, and the mainspring ensuring smoothness of movement was the Control Centre, in the distant rear.

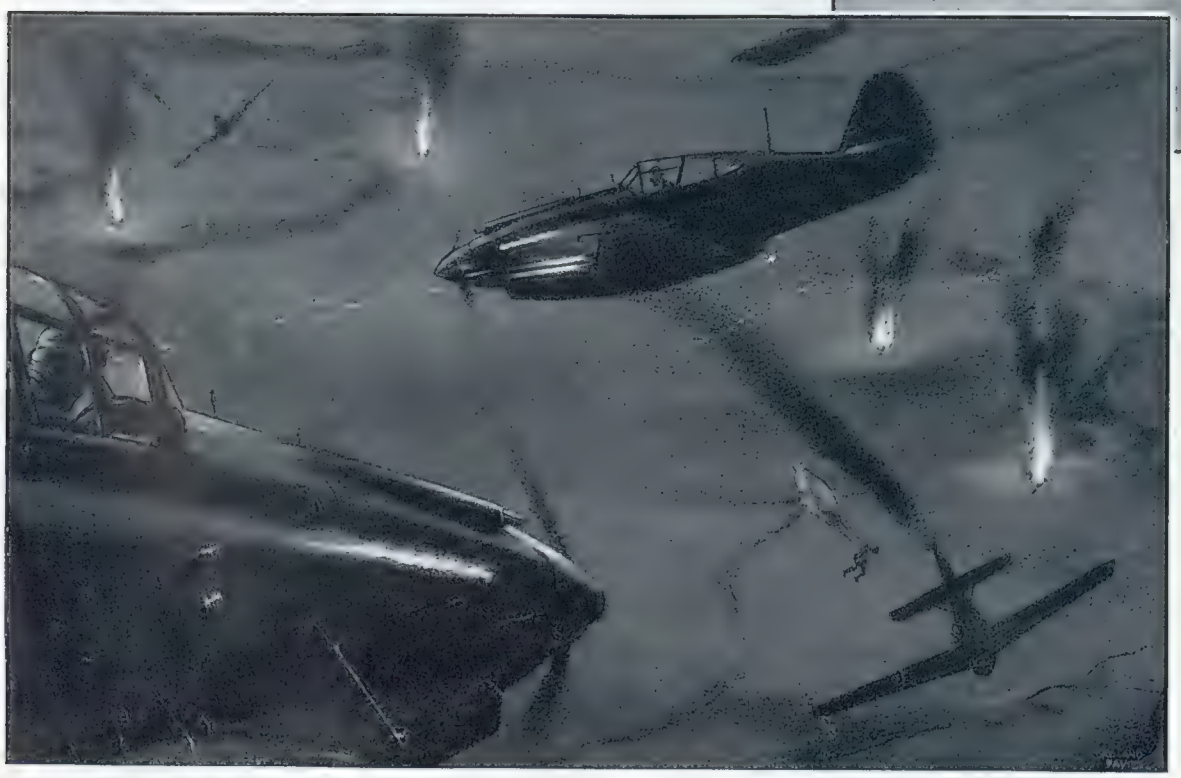
Orders from this centre of air and land co-operation sent cannon-armed Beaufighters to smash Ju. 52 troop-carriers in the Martuba area. Similar Beaufighters were sent on a strafing expedition over base supply lines. They came down so low that one of them had 3 ft. of its starboard wing ripped off against a telegraph-pole. By desperately pushing the aileron control over, the pilot managed to keep the damaged wing lifted and the machine on an even course.

Similar orders sent twenty Tomahawks in support of a tank unit which was meeting plenty of trouble in the shape of sixty Axis planes, comprising flights of Ju. 87's, Me. 110's, Me. 109's, G. 50's, and CR. 42's. The Stukas were screaming down, dive-bombing the British tanks, when the score of Tomahawks appeared. Above the Stukas were twenty protective Axis fighters, and above these another screen of fighters. Axis H.Q. had sent what it considered to be an elimination squad.

The Tomahawks spoiled the plan. They cleared the air—literally—bringing down ten Axis planes for the loss of only two of their own.

This particular action, typical of scores fought up and down the desert, was observed by men from Tobruk. That evening they signalled their approval





THE R.A.F. TAKE A BIG HAND IN LIBYA: Their spl... right back to the supply bases and aerodrom...

Whilst the land forces and units of the Royal Navy have been ... on a comparatively small area from the frontier to Tobruk, the R.A.F. ... ranging far and wide. Apart from the attacks on the enemy's ma... tions of tanks by dive-bombers and fighter aircraft, other R.A.F. ... been bombing roads, aerodromes and supply bases from Sollum ... and even across the Bay of Sirte to Tripoli, not forgetting, too, sup... the Mediterranean and bases in Sicily and Italy itself. A truth...

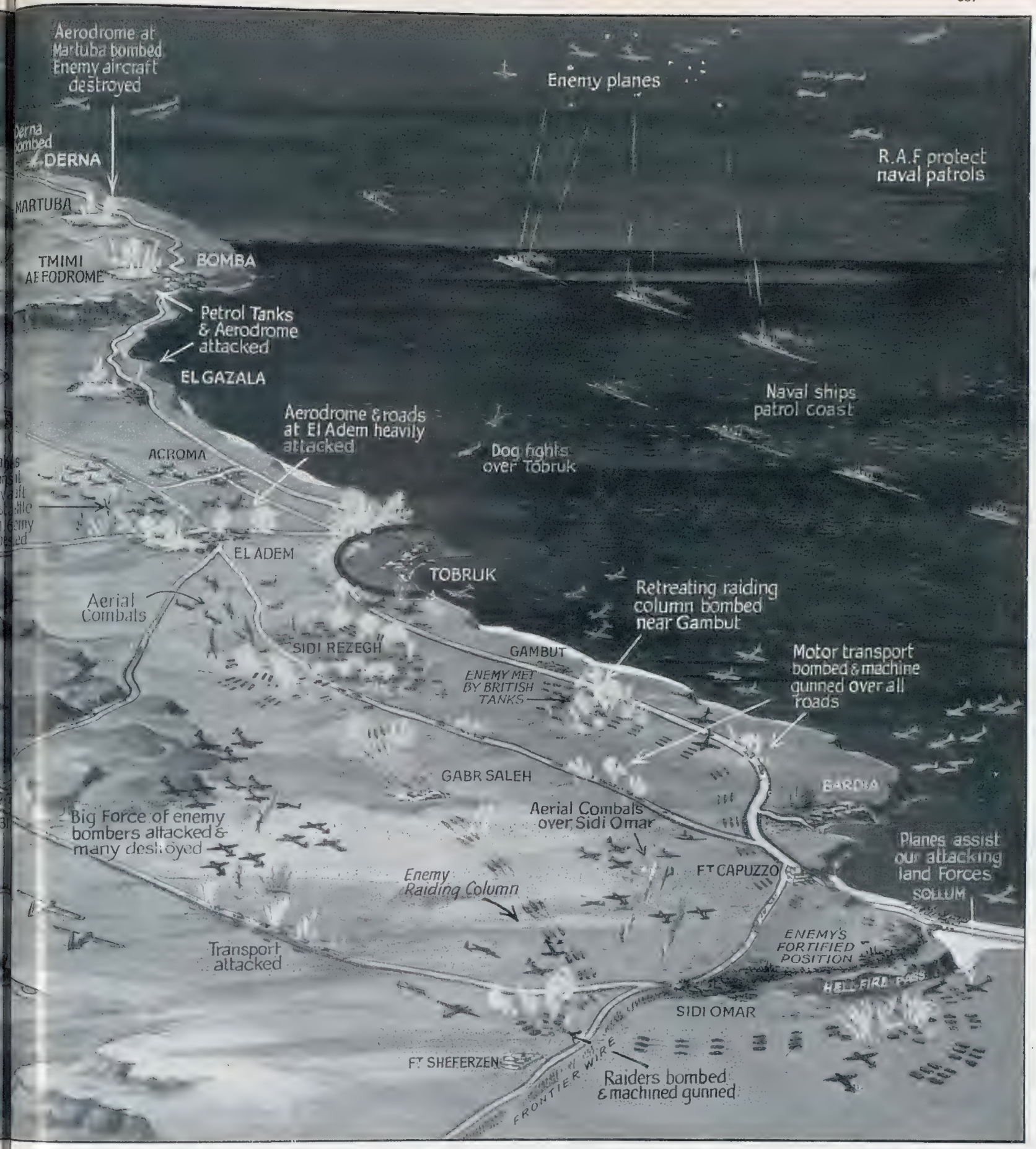
and appreciation in three words: "Good show, chaps."

Those words by actual spectators describe the entire working of Air-Army co-operation in Libya to-day, co-operation which, in its widest application, has even linked up with the Fleet Air Arm.

But such co-operation, which includes a consistent programme of weakening the enemy before he can engage our land forces, has been possible only because carefully-prepared plans have

On left—**TWO SQUADRONS OF TOMAHAWKS ATTACK TWENTY MESSERSCHMITTS OVER THE DESERT AT NIGHT**—*Drawing by Roland Davies*

One of the longest air fights recorded in Libya was witnessed when two Tomahawk squadrons, piloted by Australians, encountered twenty Messerschmitts 109's near El Adem, south of Tobruk. Six German fighters were destroyed and many damaged, and piles of flaming aircraft dotted the desert. The R.A.F. lost only one plane during this epic encounter, which took place in the darkness hours

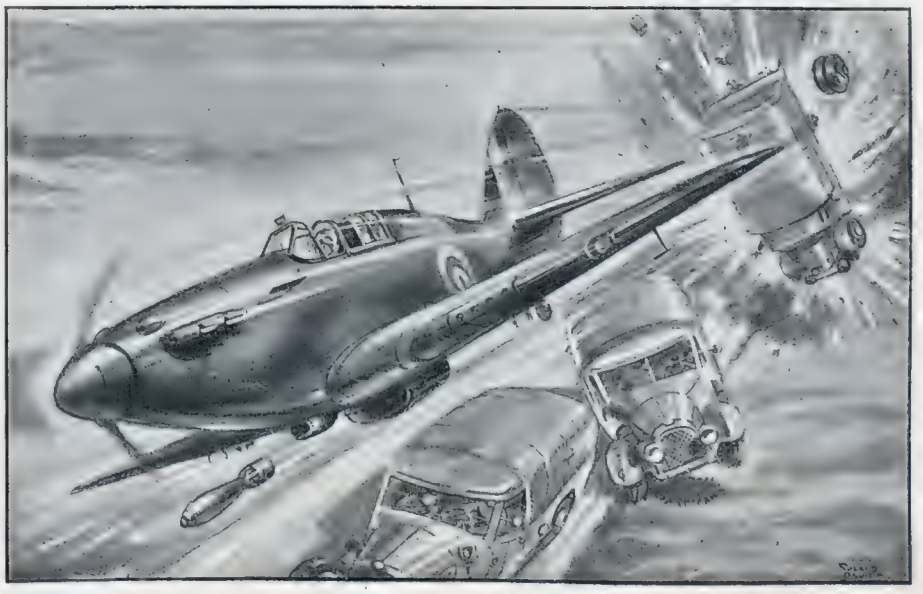


of operation has extended far beyond the actual battle zone, stretching f the enemy as far as Benghazi and beyond—*Drawing by E. G. Lambert*

undertaking! But then, for the first time in a British campaign, we now possess an ascendancy in the air. Fighter aircraft and bombers of many different types have participated, including a number of American-built aeroplanes which have steadily been reaching North Africa during the past few months. The above drawing gives a vivid impression of the diversity and completeness of the offensive in the air: each operation depicted here is obtained from official Air Ministry reports and bulletins issued since the opening of the present campaign

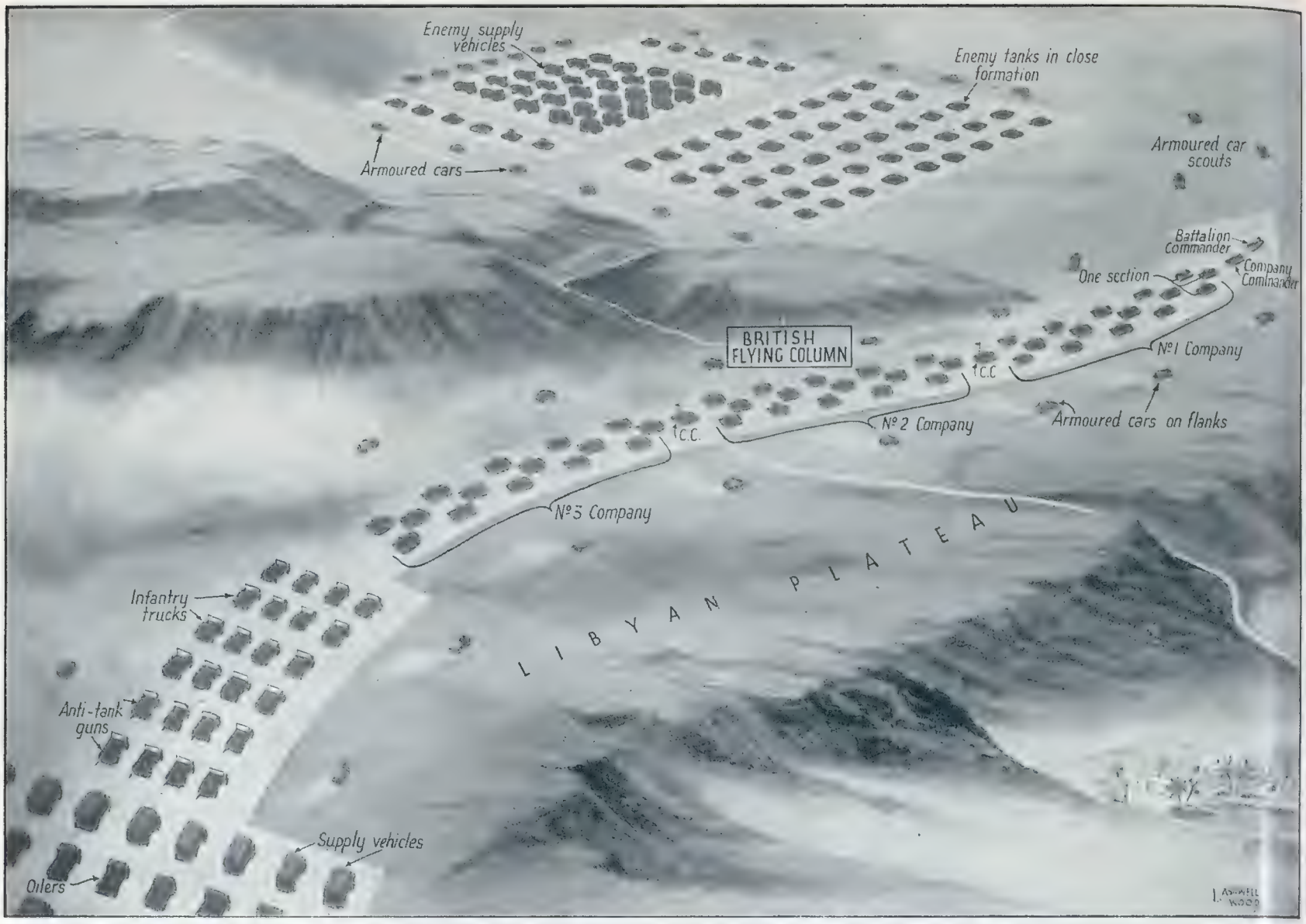
natured. The R.A.F. supporting sweeps were enabled to hold what ad been hostile skies solely because R.A.F. technical personnel in rmoured cars, controlled by an aerodrome location officer acting on eports from Army Co-operation pilots, had prepared advance anding-fields in the uncharted dunes of the desert.

Special planes had previously been sent on the hazardous task of ocating strategic desert "clay pans," capable of being transformed apidly into "skating-rink" runways. The speedy armoured-car units ook prompt possession of these locations. They were followed by Ack-Ack" batteries and Lewis-gun detachments. Then came the nobile operations-room, complete with charts, blackboards, telephones, adios, water, provisions and fuel. Out of the desert sand an aerodrome, omplete in every essential detail, arose. Such is the kind of modern nagic worked by British Air-Army co-operation.



On right—**THE HURRI-BOMBER AT WORK**—*Drawing by Roland Davies*

n its new guise of bomber, the Hurricane, too, has been active in Libya, strafing road olumns and generally acting in co-operation with the Army on the ground. This air-raft now carries two 250-lb. bombs, which the pilot can drop singly or together. the picture on the right the Hurri-bomber, in its attack on a road convoy, has eleased its first bomb on the lorry in the rear, and is in the act of cutting loose its second



BRITISH TANK COLUMNS IN THE DESERT: How they have been built up into "Flying Columns," each with its supporting infantry and anti-tank guns for fast work under "colonial" conditions—*Drawing by L. Ashwell Wood*

The main British tank forces in Libya include a number of "Flying Columns." These columns are accompanied by all the necessary adjuncts of modern warfare, such as supply lorries petrol tanks, ammunition wagons and lorry-borne infantry. In the drawing above we show a "Battalion" of three companies, each of which is composed of five sections with three tanks to each section—or a total of forty-five in all

BATTLE IN THE DESERT *(Continued)*

The "BRIGADES" of BRITISH TANKS in the LIBYAN DESERT

Not Huge "Panzers" but Slender Formations, in Good Numbers

By DONALD COWIE

THE full tactical significance of the events in Libya will not be apparent till we have exact information of the strength of the forces deployed on either side. But it is possible to make some preliminary estimates. Thus we know that only five months ago a "feeler" action of our forces on the frontier revealed overwhelming German tank strength at the time.

Now it is unlikely that we would have launched the new offensive without at least numerical parity, or equality in fire-power (strength in tank guns). But it is difficult to gain any idea of the numbers in the various columns from the information supplied so far. What, for instance, was the strength of the "armoured force" that defeated seventy German tanks and thirty-three armoured cars near Sidi Rezegh on November 20, or the "brigade" which engaged sixty Italian tanks outside Sidi Omar on November 19, knocking out twelve of them?

Although these questions cannot be answered with any accuracy yet, a consideration of them reveals some very interesting points, the most fascinating of which concerns the so-called "armoured division." Hitherto we have been referring to the German tank forces in North Africa as amounting to some two Panzers. Now we understand that the average Panzer contains about 500 tanks, perhaps reduced under desert conditions to 250. We would have the attacker's advantage, in that we would be able to choose our thrusting-points, and might be able to concentrate our forces, whereas the enemy would possibly have to dissipate his over a wide front.

But we would have to be prepared for good generalship on the German part, aiming to keep their tanks in a clump and meet us in at least one battle on equal or superior terms. Therefore General Auchinleck must have been fairly sure of his strength—especially as he started the campaign by splitting his forces.

Some formations would be liberally bolstered up with armoured cars, particularly those remarkable Union-made vehicles of the South Africans, which, first time they operated in the Western Desert in September, captured no fewer than ten German tanks for the loss of only one of themselves. The cars would, of course, be used chiefly on good surfaces, such as along the coastal roads.

As for the tanks themselves, mounted in Egypt so quickly during the last five months, we are told that many of them were American. Possibly some of the most important "flying-column" work was done by the light cruiser of the M.—3 class which has been described and pictured before in these pages. It is unlikely

TANK REPAIRS UNDER ACTIVE-SERVICE CONDITIONS IN THE DESERT—*Drawing by L. Ashwell Wood*

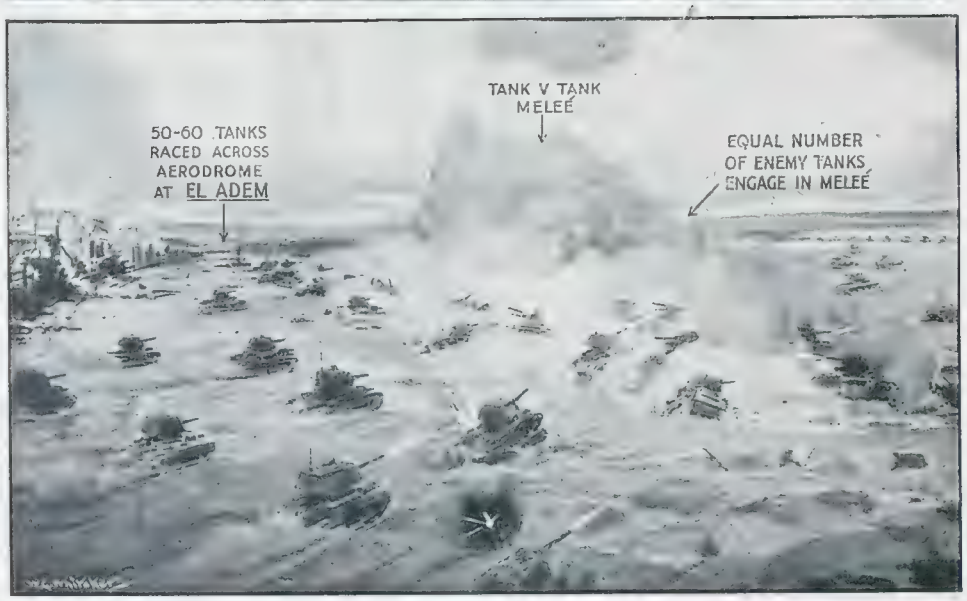
The maintenance and organisation of repair units are of vital importance in the present campaign in Libya. British mechanics have proved their efficiency against the Germans, many of the repairs they effect being made under shell fire on the battlefield, whilst the enemy prefer to tow their damaged "panzers" out of danger for repairs in some quieter spot. The British breakdown and repair vehicles always follow the tanks. The tank track is the weak spot in the desert, as it is impossible to lubricate the parts sufficiently

that we deployed large numbers of the heavy infantry tanks which helped so much to smash the Italian fortresses at the beginning of the year. The vehicles wanted this time were those that combined speed and manœuvrability with the heaviest possible fire-power. Their most important task, to bring the Germans to battle, could only be achieved by these qualities. If they did not succeed in this task, and the Germans got large numbers of their tanks back to the west, then the preliminary campaign would simply have to be fought all over again, though on different, more difficult terrain, at a later date.

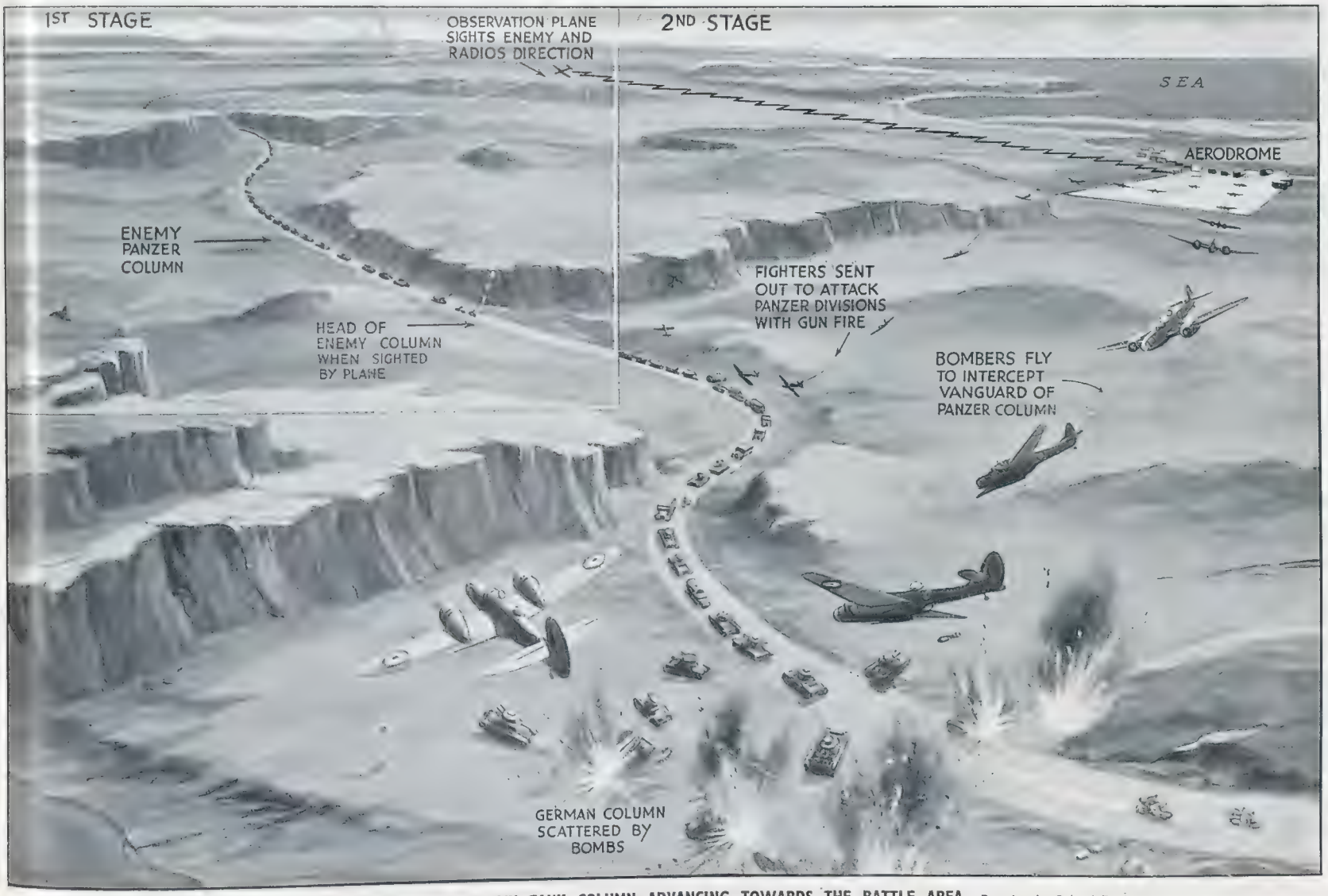
TWO PHASES OF TANK COMBAT: (*On right, above*) Gun versus Tank; and (*on right, below*) Tank versus Tank

—Drawings by W. G. Whitaker

The upper drawing depicts one incident in Libya: the enemy tanks came roaring over a slight rise half a mile in front of a British gun battery. Behind the tanks, their support artillery opened fire. Whilst some 400 transport vehicles were driven out of range, our artillery and South African anti-tank guns came into action. The enemy tanks were firing with everything they had, storming forward at full speed, with shells from their artillery bursting in front of them. Our gunners, firing at point-blank range as fast as they could load, smashed their shells into tank after tank, blowing off their tracks and ripping their sides. No armour in the world could withstand gunfire at that range. . . . At this moment of hesitation British tanks struck at the Germans' flank, crashing into them with their heavy forward guns spitting fire. . . .



The lower drawing reconstructs the scene during the savage fighting between tanks for the possession of El Adem aerodrome. Fifty or sixty German tanks lined up on one side and charged at full speed. A like number of our tanks charged to meet them. They met in the centre of the airfield with a terrific clash and pounded away at each other in clouds of dust and smoke. This was repeated again and again, neither side gaining a definite advantage. Both sides refused to yield ground, fighting with furious determination. . . .



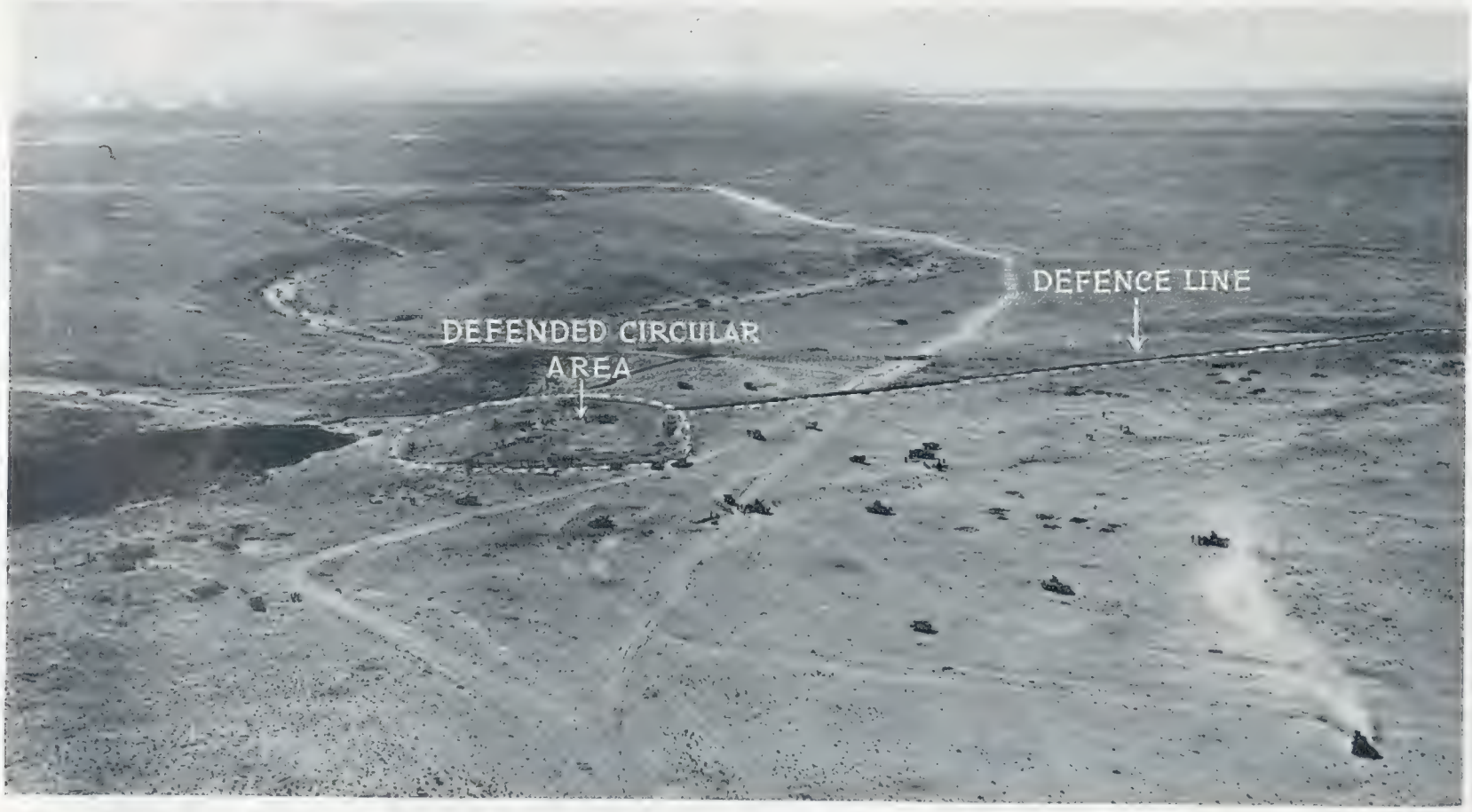
THE R.A.F. SIGHT AND ATTACK AN ENEMY TANK COLUMN ADVANCING TOWARDS THE BATTLE AREA—*Drawing by Roland Davies*

To spot from the air and subsequently "strafe" enemy reinforcements has been part of the work of the R.A.F. in Libya. The closest co-operation has been maintained between the land forces within the battle area; and also, independently by the R.A.F., along the lines of communication and supply. It is the latter form of attack which is depicted in the drawing by Mr. Davies above. The enemy columns are seen dropping down from the higher plateau, to seek cover in the gullies below in an attempt to approach the battle area unseen. They are spotted, however, and duly strafed from the air. If the attack is successful the column may become disintegrated: at the least, it will be badly held up and thus valuable time will be gained by the force it was intended to take by surprise. The nature of the terrain in Libya is such that any large-scale operation by the ground forces is difficult of accomplishment owing to the comparative ease of aerial reconnaissance: nor must it be forgotten that most modern aircraft are now fitted with wireless for rapid communication with the base!

BATTLE in the DESERT *(cont.)*

THE TERRAIN OVER WHICH THE LIBYAN CAMPAIGN IS BEING WAGED: A view from the air of an enemy anti-aircraft position constructed by the Italians outside the perimeter defences at Tobruk

Throughout the summer months the Germans had been fortifying their positions, and in some areas new concrete gun emplacements and pill-boxes had been erected. The area involved in the opening stages of the Libyan campaign is equal in size to the three south-eastern counties of England south of the Thames. Much of the desert territory is entirely featureless and trackless, and presents great difficulties to those unfamiliar with the country. Without some knowledge of navigation, a tank commander is in constant danger of becoming lost; and were it not for aerial reconnaissance contact with enemy forces trying to escape would be extremely hazardous, if not impossible. Ranging over many thousands of square miles, it is comparatively easy for quite large formations to evade their pursuers. Sunken defensive positions to hold up the attackers and carefully-laid minefields also play their parts in the desert. This anti-aircraft position near Tobruk was built by the Italians before the sortie of the garrison: it is almost impossible of detection from some short distance away owing to its clever siting, in which every feature of the surrounding countryside has been taken into account



WHAT A "DEFENSIVE POSITION" LOOKS LIKE: The ring in the left centre is a strongly-held enemy outpost, and away to the right stretches a "Defence Line." Minefields have probably been laid in the vicinity. This picture was taken near Bardia

In the desert, some of the strongest defensive positions seem just a piece of arid land, without visible buildings above the surface of the surrounding plain. Yet such positions may be veritable fortresses. Here is a description of one such near Sidi Omar: "A fort flanked by huge minefields, row upon row of barbed wire and traps of all kinds. The Italians were deeply dug into the flat land. Trenches, gun positions and strong points were all flush with the ground. These positions could not be observed by the attackers." As at Tobruk, where our own troops sustained so long a siege, the defenders all live underground, giving no signs of life during reconnaissance

THE LAST MOMENTS OF THE "ARK ROYAL": *Further Official Pictures*

HEELING OVER TO STARBOARD AFTER THE TORPEDOING: A picture taken by a Catalina aircraft whilst a destroyer was proceeding alongside to take off survivors

A NUMBER OF AIRCRAFT WERE LINED UP ON THE FLIGHT DECK, but to observers from a distance "the slope of the flight deck was alarming, and it looked as though at any moment the 'Ark Royal' might slip over on her side and capsize"

ANTI-AIRCRAFT GUNNERS GO OVER THE SIDE by a rope attached to a gun sponson. There was a destroyer waiting to rescue the men at the other end

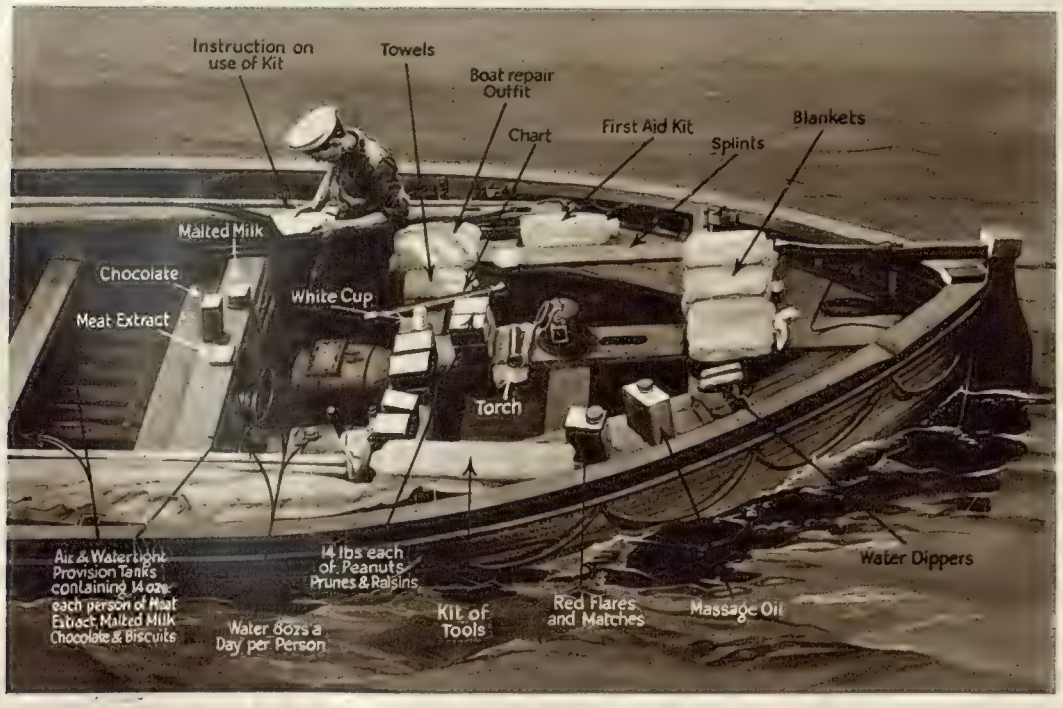
PERFECT DISCIPLINE WAS MAINTAINED TO THE LAST: High up on the flight deck members of the ship's crew were lined up to take their departure in orderly fashion over the bow. Here a destroyer was waiting to receive the men as they swarmed down the dangling ropes

A SMALL PARTY OF OFFICERS AND MEN REMAINED ON BOARD and worked heroically to bring the doomed vessel back to a more even keel. Second from the left in the above picture is Captain L. E. H. Maund, the Commanding Officer of the "Ark Royal"

Further to the striking picture of the *Ark Royal* published last week, we now reproduce the above, in illustration of the last moments of the renowned aircraft-carrier. Hit by a torpedo in the Western Mediterranean on November 13, the vessel was taken in tow, but eventually she sank. After the torpedo struck, the *Ark Royal* heeled over at an acute angle to starboard until it seemed as if she would capsize. An order must have been given to abandon ship, for a destroyer put in alongside to take off part of the company. The men slid down ropes to the destroyer's decks, and some of them leapt into the sea from a height of 70 ft. or more and swam to the boats and Carley floats bobbing around the carrier. Captain Maund and a party of officers and men stayed with the ship, however: eventually they seemed to bring the crippled *Ark Royal* under control. Her list became less pronounced, and for a time it looked as if she would be successfully brought into Gibraltar. She was then taken in tow; but gradually she settled lower, and before dawn she sank. Only one man lost his life in the disaster!

WINTER WEATHER AND ENEMY BOMBERS COMBINE TO MAKE CONDITIONS DIFFICULT FOR THE FISHING INDUSTRY: A fishing trawler's experience in the North Sea when a trawlboard rigged as a jury rudder saved a bombed trawler—*Drawing by Montague Dawson*

The sirens were whooping over North Shields as broad-shouldered Skipper David McRuvie took his small trawler *Ben Screel* down the Tyne on her way to the fishing-grounds. Arrived at the latter, the crew of nine changed into their heavy fishing clothes and were getting ready to shoot the trawl when out of the haze came a twin-engined aircraft and dropped a bomb which blew off the rudder and broke the sternpost, stripped one blade off the propeller and the tips off the other three. A high northerly swell was running at the time, and it was necessary to bring the trawler stern on to it in order to get the boat away. Thinking quickly, in the hail of machine-gun bullets, Skipper McRuvie ordered the after starboard trawlboard to be got over the side. By using the winch to veer and haul, the trawlboard was made to act as a jury rudder and the *Ben Screel* came slowly stern on to the swell. Steering with his trawlboard jury rudder, with the pumps barely keeping pace with the incoming sea-water, the *Ben Screel* made for the Tyne at the best speed her crippled propeller could give her. Hour after hour, the *Ben Screel* lurched through the heavy swell, the tips of her crankshafts splashing in the water at every revolution. The little trawler could have lasted less than sixty minutes longer when she reached the Tyne!



TO HELP SHIPWRECKED MEN OF THE MERCHANT MARINE: The new lifeboat and its equipment, whereby the ordeal of seamen in open boats on the high seas may be lessened—*Drawing by E. G. Lambert*

***On right*—THE U.S. NAVY TAKES A HAND IN THE WAR AT SEA: An American cruiser captures the German motor cargo ship "Odenwald" in the South Atlantic**—*Drawing by W. G. Whitaker*

The German ship *Odenwald* is a motor-vessel of 5,098 tons and is owned by the Hamburg-Amerika Line. She now enjoys the distinction of being the first German ship to be seized on the high seas by the United States Navy. She was bound for Bordeaux from Yokohama and was seized by a United States cruiser when carrying a cargo of more than 3,000 tons of raw rubber and American-made motor tyres. In addition to her disguise under the American flag, she had changed her name to *Willmoto*—this being the name of a 4,999-ton American-owned motor-vessel. She was sighted at dawn. The cruiser received no answer to searchlight signals, and therefore closed and talked to the ship by megaphone. As a boarding-party reached the ship there were two explosions aft, and smoke from an explosion came from the stack. The crew were searched and questioned. They gave no information except to say that the ship would sink in 20 to 30 minutes; and they were disappointed when this did not happen!

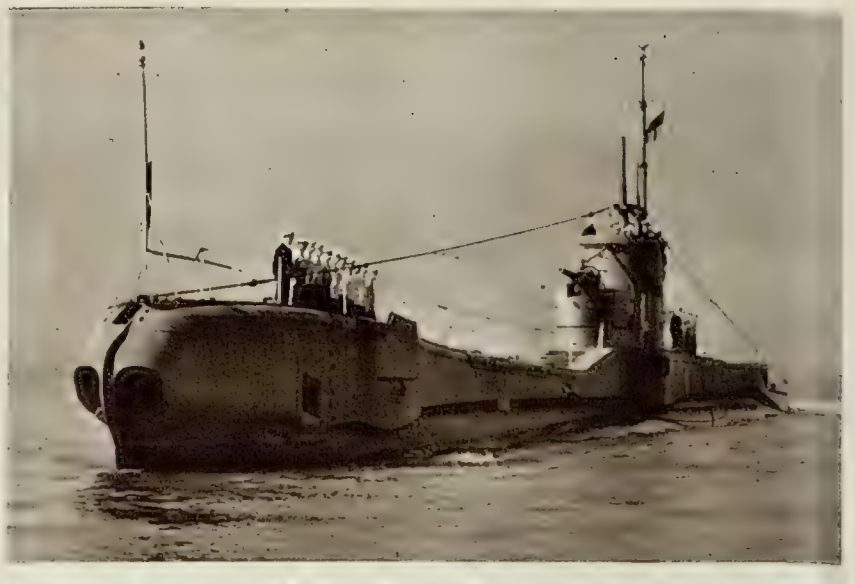
On left—In wartime, one of the greatest ordeals of all is that of being adrift in an open boat at sea for days with little food and little water. Recent tragic experiences of this kind have led to the production of a new type of ship's boat with modern, up-to-date equipment which will, it is hoped, make the ordeal by open boat a little less terrible in the future. The first picture of such a lifeboat is given on the left. Details of some of its equipment are clearly set out in the drawing. There is room for forty-six men in the boat, and it carries four large kegs of water—enough to supply each man with 8 ozs. a day for a fortnight

THE WAR AGAINST THE MERCHANT NAVY AND FISHING FLEET

FIFTEEN HOURS ASTRIDE THE BOWS OF A TANKER IN THE ATLANTIC! The epic adventure of an officer and Able Seaman—*Drawing by Roland Davies*

For fifteen hours an officer and an Able Seaman clung perched astride the stempiece of a tanker which had been blown in two, reeling and swaying 100 ft. above the gale-lashed Atlantic. The tanker had died hard. Three torpedoes had sadly battered her till she was doubled up, but still she held together—a triumph of the shipbuilders' art. It was the fourth torpedo which broke her in two. When this happened, only two men were on the forepart—the Third Officer, G. Todd, of Edinburgh, and Able Seaman T. Clayton. As the forepart rose slowly into the air, the two men climbed further and further towards the bows. In the end this part of the vessel floated vertically and the Third Officer and the A.B. climbed over the rail and sat astride the stem, 100 ft. above the sea. This happened soon after midnight, on a wild Atlantic night. And there the two men clung on their dizzy perch until three o'clock the following morning, when they were sighted by the escort vessel which had picked up the other survivors. A volunteer crew rowed over and took a loose turn round the head of the forestay, for the mast by this time lay dipping in the water. Then the Third Officer and the A.B. swung hand over hand down the forestay, a distance of just over 100 ft., and dropped safely into the boat. Third Officer Todd and A.B. Clayton had survived one of the strangest escapes in the history of the sea

ONE OF OUR NEWEST SUBMARINES: H.M.S. "Trident," of the Triton class, which was only completed in the year 1939



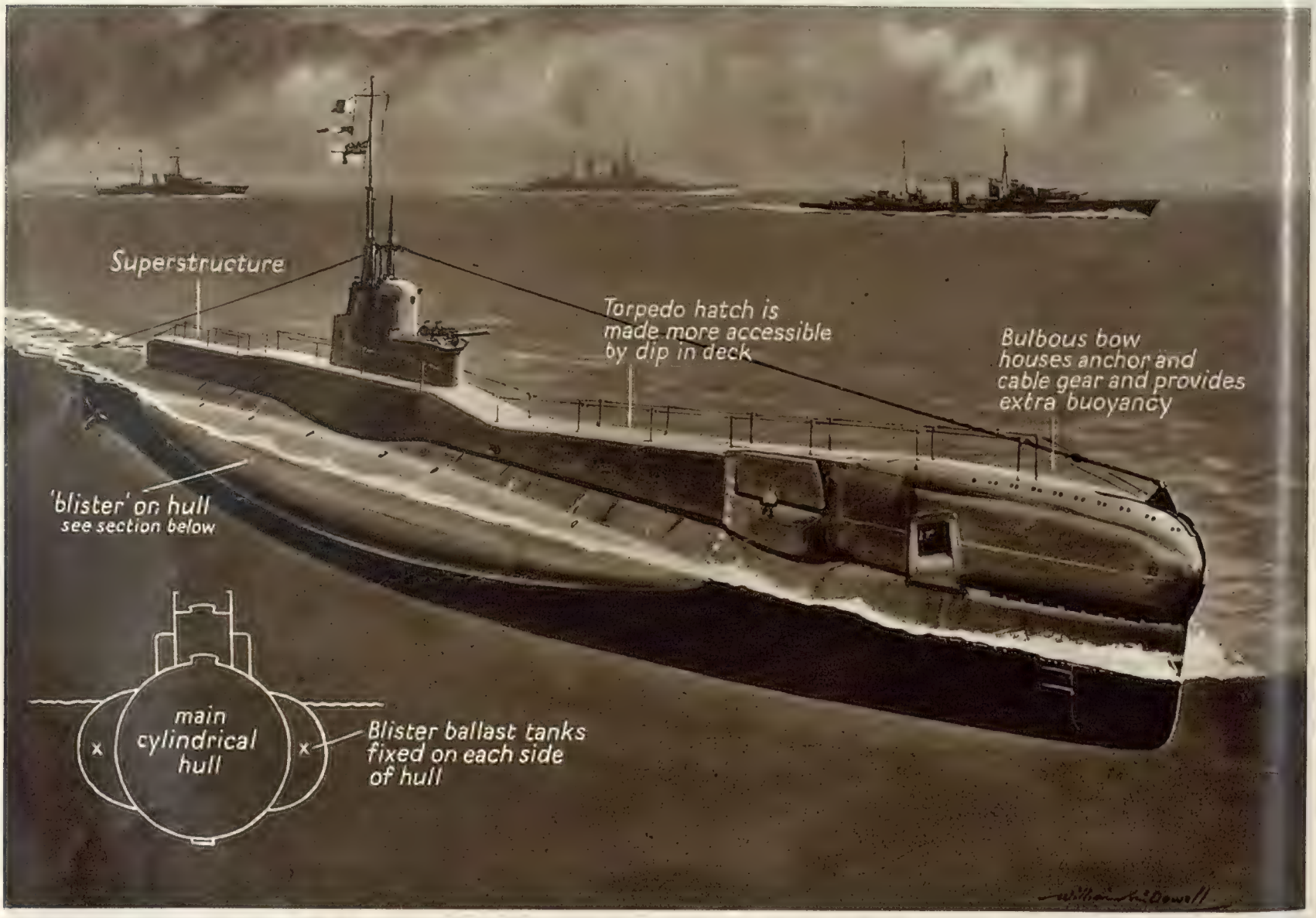
THE DISTINCTIVE BLUNT BOWS AND WAVING DECK-LINE OF H.M. SUBMARINE "TRIUMPH": Like the *Trident*, this vessel belongs to the Triton class of sixteen submarines. Officially described as of the "patrol type," these vessels are intended for general service. A return to moderate dimensions is their outstanding feature. Each is of 1,090 to 1579 tons displacement and carries a complement of 53: there are one 4-in., and two smaller guns; and ten 21-in. torpedo tubes. The surface speed is 15 knots, and the submerged speed 9 knots. The ill-fated *Thetis* (which foundered during trials in June 1939 and was later raised) was one of the Triton class

THE SUBMARINE OF TO-DAY

The Slim Lines of the New U.S. Types Compared With Those of the More Bulbous British Vessels

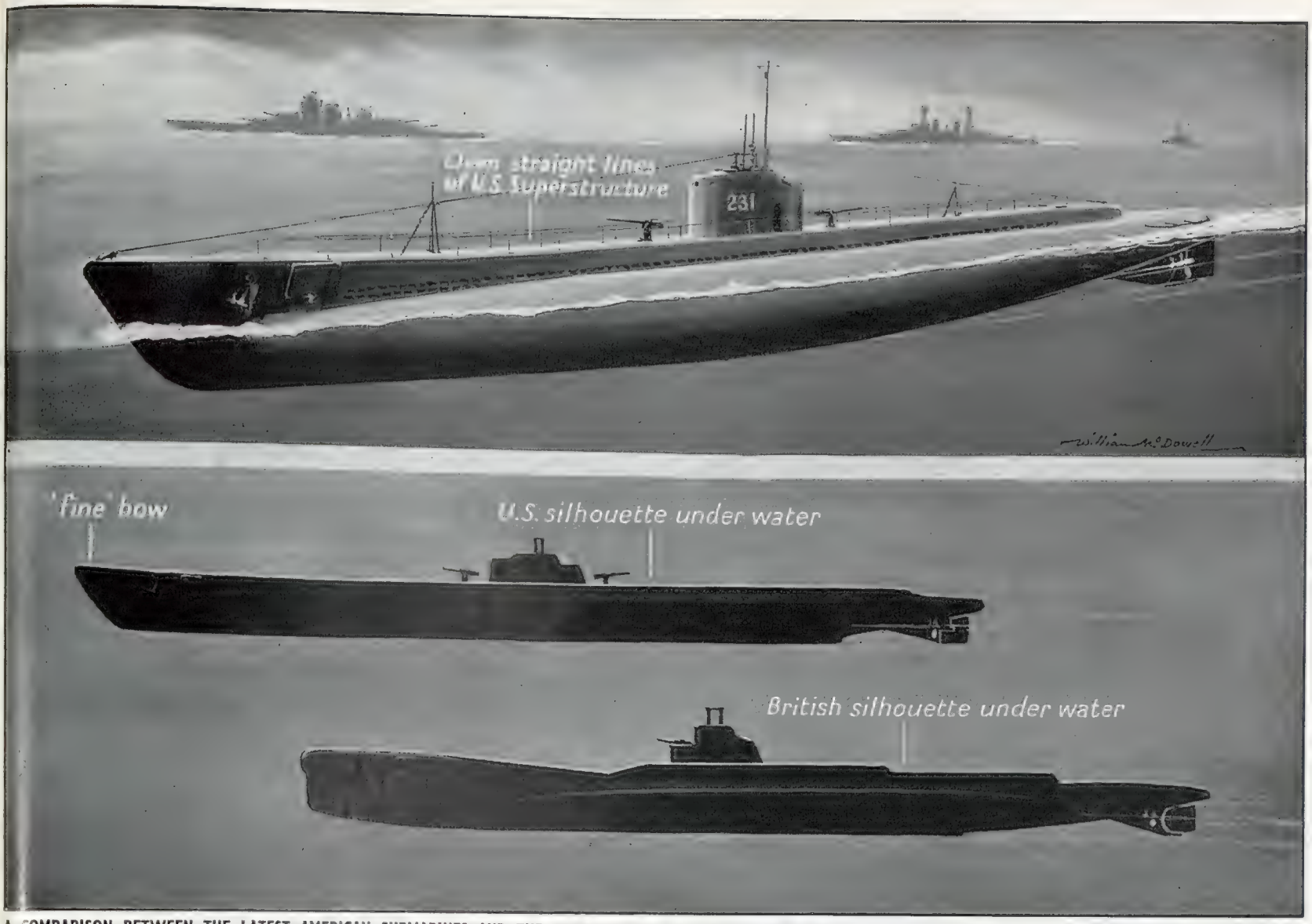
On left—This submarine was one of two British underwater craft, details of whose performance in icy Arctic waters have just been published. *Trident*, under the command of Commander G. M. Sladen, D.S.C., sank three enemy ships, left four others so badly damaged that they probably sank and attacked an eighth by gunfire. All these enemy vessels were laden with men and guns being sent against Russia

IT must, first of all, be remembered that the modern submarine is even more of a compromise than other warship types. She has to operate on the surface to and from her cruising ground, and under the water—when attacking and escaping. The hull lines demanded for the most efficient performance in each condition are not



A TYPICAL BRITISH SUBMARINE IN SURFACE TRIM: Compare her lines with those of the U.S. vessel in the upper picture—*Drawing by Wm. McDowell*

Particularly prominent in this drawing is the bulbous bow: in addition to housing the anchor and cable gear, this form (although it is not part of the "pressure hull") provides a certain amount of buoyancy or "lift" to help the vessel ride better in heavy weather when running on the surface. The slanting portion of the superstructure, as well as saving a little weight, affords a better arrangement of the torpedo hatch and the easier shipping of the torpedoes. In the bottom left of the drawing a diagrammatic section of the hull at the conning tower is shown. This clearly indicates the "blister" ballast tanks, fitted outside the "pressure hull," which give this type of vessel her distinctive shape



A COMPARISON BETWEEN THE LATEST AMERICAN SUBMARINES AND THE BRITISH : The long, straight, eel-like American type differs markedly from the British with its dipped deck and bulbous nose—*Drawing by Wm. McDowell*

America has a very great number of submarines in her fleet : especially in the more modern classes, the U.S. underwater vessels offer a marked contrast in design to the British vessels. The principal points of difference are shown in the drawings and photographs reproduced on these pages

identical, and it is therefore necessary to effect a compromise.

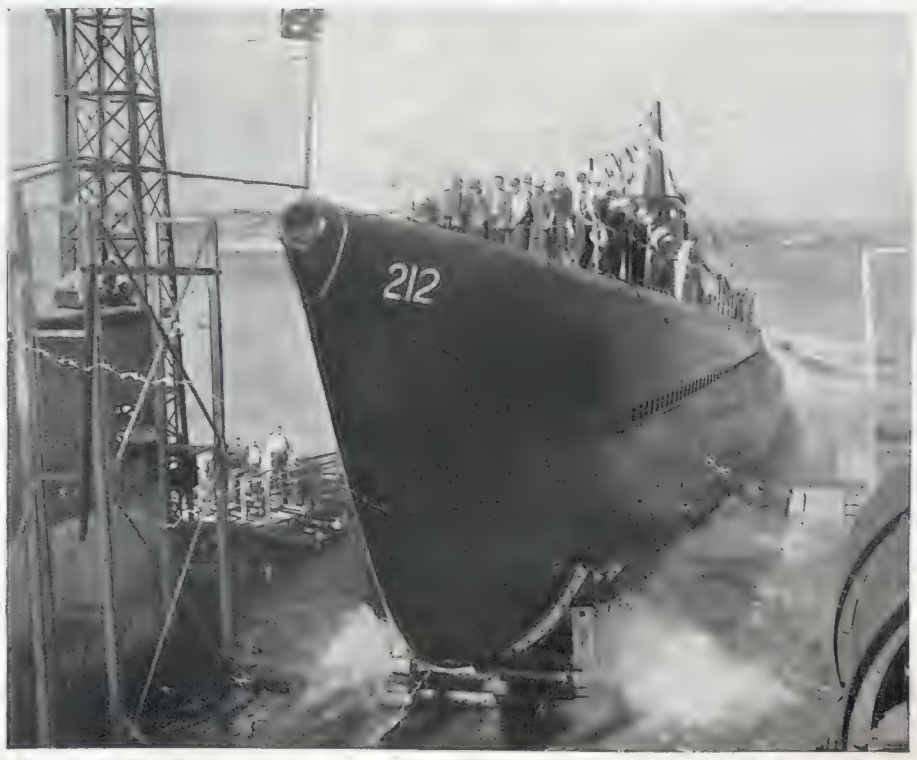
The illustrations given on these pages show the principal differences between United States and British designs. The clean lines of the new American types contrast with the "bulb" top to the stern of the British types, which also exhibit a "waving" deck-line. The displacement of some of the American vessels is nearly 50 per cent. more than the British submarines, so that they can afford to have a nice smooth deck like a surface man-of-war for journeying on the surface, whereas our vessels have to save every ton of weight.

This saving results in a reduction in the bulk of the free-flooding superstructure (note the depressed deck of the British types, where volume is not really necessary) and compensates by getting all the buoyancy possible out of the forward sections by means of this pronounced "bulb."

The latter feature has been introduced into several British types, and has been found very good for handiness under water, as well as buoyancy on the surface. The Americans have not yet adopted it, partly because they are not so restricted as to displacement, and partly because their big submarines work in clear deep water, and do not have to twist in and out of sand-banks like our own boats when on active service in the North Sea.

It will be noticed from some of the pictures reproduced on these pages that submarines can make quite a fuss when travelling on the surface ; this is usually due to the vessel's lines necessitated by her submerged work. It is by no means ideal when inconspicuousness is being sought!

ONE OF AMERICA'S NEWEST SUBMARINES, THE "GRAMPUS" : This is one of the twelve vessels of the Tambor class, built under the 1938-1939 Programmes. She has a displacement of 1,475 tons and a length of 299 ft. (or 25 ft. longer than a comparable British type). The Tambor class was designed for a speed on the surface of 21 knots ; but during trials a speed one knot in excess of this was reached ! Note the straight lines of this vessel as compared with our own submarines



On right—**THE LAUNCHING OF THE U.S. SUBMARINE "GATO" :** This vessel gives her name to a class of six, which are believed to be slightly improved editions of the Tambor class (one of which is depicted above). These vessels are all of 1,500 tons and have been designed for 21 knots : they have two engine-rooms instead of one, as in the Tambor class, to reduce the size of the compartments

EXIT MUSSOLINI'S ROMAN EMPIRE

The "Second Roman Empire" of the Fascists Crumbles Away

By FERDINAND TUOHY

IT is hardly an extravagance to expect that by mid-December advance forces of General Cunningham's Eighth Army will be pushing along the coastal motor-road towards Tripoli town, last Italian overseas capital. But, even without that happening, there is justification for considering the Fascist attempt to build up a Second Roman Empire to be finished. Only Hitler could now resuscitate and hand back what has fallen, and after the quaint help he has had from his Italian allies that would be about the last thing he would do. He is, in fact, himself trying to get hold of Tunisia, so long screamed for by the Fascists, and that he would stick to anything else he could lay his hands on, whether or not it had been booked for inclusion in the Second Roman Empire, must be painfully realised in Rome.

What, I wonder, has become of those vividly-coloured maps that used to decorate the Colosseum end of the Via del' Impero ? Mussolini worked at one end of the Empire Way, and at the other end were these maps, depicting the expansion, year by year, of the new Roman Empire, and as good as proclaiming at whose expense the expansion would continue in future years. The last time I studied those maps, in 1939, a troop of small boys stood around and ended by informing me that England was finished. Mussolini soaked everything so much in his Empire, up and down the country, that he must find it awfully difficult to get away from things like those maps. Indeed, they must haunt him, because he used to enter specific glory days upon them with a new splash of colour. May 9, 1936, for instance. That was the day his new Empire was officially born.

To come late is to upset the works, and therefore one should come much more carefully, bent on respecting the sentiments of old-established firms. This was the fatal fault of Mussolini : that he sought to gate-crash as if he were Cæsar and Antony combined. In his first decade of power, he showed brilliance and magnetism. But in the thirties he turned into a premature sexagenarian of sagging powers, and matters were not improved by his taking to an ivory tower where he refused all counsel. Only leading Italians can say how much he refused.

Mussolini was for ever orating about Empire. The first time I saw him as Duce, in April 1924, that was his theme. Three years later I heard him again, this time figuratively waving millions of bayonets at

WHEN MUSSOLINI APPOINTED HIMSELF "PROTECTOR OF ISLAM" : This picture was taken in the year 1937—in Benghazi, of all places ! Mussolini was accompanied by Marshal Italo Balbo, Governor of Libya, for his tour of the native quarter of the town. The Marshal was killed later, at the opening of the present war with Italy. Some little time previously the Italian dictator had dubbed himself the "Protector of Islam," for which the Muslim world did *not* thank him !

HOW ITALY SET ABOUT HER COLONISATION TASK : After the conquest of Abyssinia, signs like this appeared all over the country. To impress the natives, the soldier-workers painted these words on the wayside rocks so that later they could be carved in the stone. Presumably the Emperor of Abyssinia will now have these carvings destroyed

the skies and challenging all comers. Yet in those days he was still coldly calculating. He knew he was just gassing, and saw no chance of achieving what he ranted about. First realisation of what he *could* do came to him when others—the League ; ourselves—allowed Japan to take Manchukuo by force. Mussolini thought back to Corfu, when, in 1923, he had been the first to shake a gun at Geneva, and then he immediately thought forward to Abyssinia.

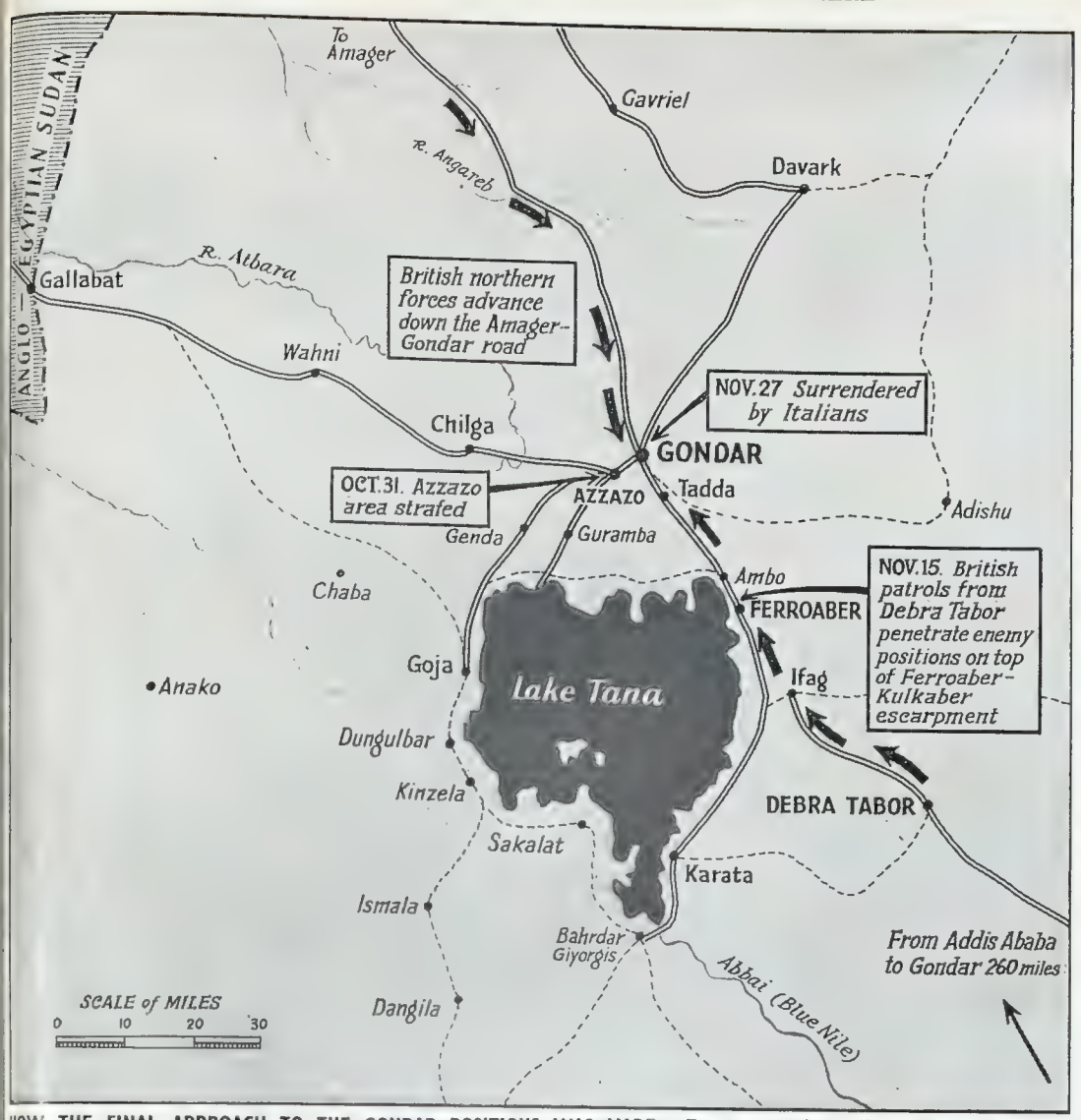
In 1932 he sent General de Bono to prospect, and the report was that the Ethiops could be taken over with a minimum of fighting. Abyssinia was to knit Eritrea and Italian Somaliland together. It was to be the first stage of his Empire-construction. He would colonise it with Italian peasants, and breed a vast black army with which to menace the British down the Nile. Gradually, he would close in on the Sudan and Egypt from Libya, from Ethiopia, and, he hoped, also from Syria and Palestine. And all the time his blackmailing cry for Tunis would not cease ; Tunisia, whence he hoped to open a way down to Chad and on to the Atlantic at Duala. That was Mussolini's full dream of Empire, and he hoped to attain it, and the over-lordship of the Mediterranean, during the years with which we are now immediately concerned.

One of the most dramatic narratives by a war correspondent is that of the late Webb Miller, telling, in *I Saw No Peace*, how he watched the Italian campaign against the Negus starting as if at the pressing of a bell. For days the world had waited for the rains to cease. Then, presto ! the Blackshirts rolled into action in pursuit of their new Empire. They did not do well at all, and the regular officer Badoglio had to set them on the path to victory with the aid of poison-gas. Nevertheless, victory was then so quick and thorough, and Mussolini at home was so conspicuously defying the League and the universe over Sanctions, that 1936 was a great year—Fascism's greatest. In particular the Vatican was potently backing the regime until well into the autumn.

In July Mussolini sent his flyers to Franco's aid, across Tunis and Algeria, and, as reward, he was soon established in the Balearics, astride France's communications with North Africa. These were great days for Rome, and the vision of an all-Roman sea grew more vivid. They were to be Fascist Rome's greatest days. For when Mussolini was compelled to send 50,000 troops to Spain, later increased to 80,000, he got unpopular at home, and he displayed to the world the true worth of his troops. He was still able to snap his fingers at the democracies over the outrageous farce of non-intervention, and on a famous subsequent Good Friday he was to overwhelm little Albania, but the probability of Mussolini's Roman Empire began to recede after the spring of 1937.

Among other things, he had roused far greater anti-Italian feeling in Spain and in Abyssinia than he had bargained for. Ethiopia was occupied, though by no means subdued ; while the German Condor Legion had put the Italians well in the background in Spain, where even Franco's men recognised that the Fascists were in no sense fit to be leaders in the Mediterranean. When the end came in Spain, in early 1939, Italian influence was rapidly erased by the Falange, who were careful to take back control of the Balearics. Mussolini got nothing from that war, for Hitler scooped any foreign benefit

AN OVERHEAD VIEW OF GONDAR, last stronghold of the Italians in Abyssinia : It was in the early fifteenth century that the Portuguese reached Gondar, where a Portuguese Palace-Castle exists to this day. One can see it in the view, surrounded by the little beehive huts of the Abyssinians. In the Italian operations of 1936 Gondar was the scene of a tremendous motorised advance to Lake Tana—through territory, however, which proved to be unoccupied !



HOW THE FINAL APPROACH TO THE GONDAR POSITIONS WAS MADE: Two converging columns were engaged, from the north-west and from the south-east. The Italians under General Nasi capitulated on November 27

THE FINAL STAGE

After the Fall of Gondar in November

GONDAR has fallen, and with it the surrender of the remnant of the once great Italian Army which was to have maintained Mussolini's much-vaunted Abyssinian Empire. The Duce showered praise upon his courageous troops who held out in the beleaguered area to the north of Lake Tana against the whole might of the British Empire. But, in fact, Gondar succumbed to the first serious attack which took place after the rains had ceased. In the afternoon of Thursday, November 27, the white flag appeared, and unconditional surrender was agreed upon by six o'clock in the evening.

The gift of the Abyssinian Empire so proudly presented by the Duce to the King of Italy has passed into a dream, a costly one to the people of Italy, but the settlement of the country of Abyssinia is not yet accomplished. There is a long road to travel before Ethiopia is transformed from a feudal, semi-barbaric country into a civilised State. Haile Selassie realises that the work of bringing the independent chieftains to accept the central authority is not an easy one. He had been trying to achieve greater control from the time he succeeded to the throne, but was interrupted by the Italian onslaught. Italy was not anxious for any success in the Emperor's efforts. During the few years of her occupation she was busy transforming Abyssinia from its primitive conditions, and has left behind her good roads, bridges, a telegraph and wireless system, and towns much modernised. Many industries were started, such as brick works, saw-mills, cement works and endless motor-repair shops. The millions drained from Italy and expended upon Abyssinia should prove of considerable value to the country if the services can be maintained. At the present time, however, there are few Ethiopians sufficiently trained for such work, which will fall upon the British.

No formal treaty has yet been drawn up with Great Britain as to future relationships, and in the meantime British officials bear the responsibility of government. A regular army is to be trained by British officers to provide the Emperor with the necessary force to maintain order over any unruly chieftain, and a police force is also being prepared under British guidance, but both forces are still in their infancy. Meanwhile, Haile Selassie, as he sits upon his red-and-gold throne, is growing somewhat restive. His proud and rather haughty disposition resents dependence upon the British power, for though he knows he must still rely upon it, he would like to be regarded as a great and mighty Emperor. He is wise enough to realise that his patriot chiefs alone would not have replaced him upon the throne, but though he is willing to accept the help of Britain he would like to be in sole authority. The British have no desire to gain any territory or more responsibility, but they are pledged to assist the Emperor in the production of a western civilised State. In their hands must remain the care of the roads, transport, hospitals, laboratories and general services till trained Ethiopians can take their place. British advisers are to be appointed to guide the Governors of the provinces, who have much to learn. British judges are now presiding over mixed courts, introducing the method, new to Abyssinia, of "public prosecutor" in criminal cases.

About 40,000 Italian women and children still remain in Abyssinia, mostly congregated in the capital which the Duke of Aosta surrendered to the British, knowing that he ensured their safety. Efforts have been made to get these evacuated to Italy, but though the British are ready to give facilities, the Italian Government has not yet provided the ships. In the meantime they remain in Addis Ababa, in the midst of a hostile people who have bitter memories of Italian rule, and yet no incident of any form of attack upon them has been recorded.

Eritrea, now in British hands, presents a position very different to that of Abyssinia, for it has long been a regular and much-cherished Italian colony, governing a native population.

A small British force was left in Asmara, which contained at least 45,000 Italians. The great economic problem was the support of those civilians whose trade, depending on supplies from Italy, was dwindling day by day. At least 20,000 women and children had to be looked after, supplied with milk and other necessaries. Their menfolk were either prisoners or had fallen in battle, and they were entirely without means. Many of them had been evacuated from Abyssinia to the safer conditions of the colony. Much of the administration of the colony is being still carried on by the regular Italian officials, who have accepted the arrival of the British with a good grace, and, in fact, have received their conquerors with considerable cordiality. For a long time they were co-operating under the firm impression that circumstances would shortly be reversed by the arrival of Hitler's troops after their anticipated conquest of Egypt. But when July passed, and the war with Russia continued, their hopes faded for immediate restoration, though they are still convinced that the Axis must win. In the meantime they are not emphasising their Fascist beliefs, the badges are no longer worn, nor is the flamboyant salute given, and they are altogether finding life fairly tolerable under the mild British rule.

that was going. All Italy received was a staggering war debt, due partly to advances of material to Franco.

If it be true that Hitler never wanted Italy to come into this war, lest she should turn into the drag she in effect has become, then what a fool Mussolini was to stab France in the back in June 1940! It was his gambler's temperament that pushed him into this last and crowning gamble on behalf of the Fascist Roman Empire. He thought the British would fall immediately after France, and that so he could come into his Empire practically without fighting. What he has actually come into is the pretty old Riviera resort of Mentone. As for Africa, it took the decadent British Empire less than a year—Sidi Barrani to Gondar—to mop up the Italian Empire, exception made of Tripolitania, which should not last much longer, and which passed, in any case, firmly into the grip of the Germans.

And so we see the end of Mussolini's Roman Empire pointing to this extraordinary domestic situation: that the Italian people as a whole long for a British victory as the one chance of recovering their liberty and ridding themselves of Mussolini and of the Germans.

THE OLD PORTUGUESE PALACE FORT, in the centre of Gondar: This dates back to the early fifteenth century, when the Portuguese explored and conquered this region

HOW THE ITALIANS CONQUERED GONDAR IN THEIR 1936 ABYSSINIAN CAMPAIGN

Gondar, the largest city in North Abyssinia, situated thirty miles from Lake Tana (source of the Blue Nile), was occupied by the Italians in 1936. The force employed consisted of many thousands of men, accompanied by some 500 lorries and motor-vehicles. At the same time the Italians inflicted a severe defeat on the Abyssinian armies at Quoram led by the Emperor himself. This picture shows part of the column of motor-trucks which occupied Gondar: it was taken on the banks of the River Setit, on the borders of Abyssinia and Eritrea, close to the Sudanese border

OTHER THINGS THAN WAR . . .

A Royal Date; Notes on Esquires, "Bogles" and the Cokes of Norfolk

CALL IT A DATE (DECEMBER 14).—December 14 is the birthday of our present King George VI. On that day his father, the Duke of York (George V.), wrote down in his diary at York Cottage these words: ". . . a little boy was born weighing nearly 8 lbs. at 3.40 S.T. [which meant Sandringham, not summer, time; i.e., Edward VII. kept his clocks half an hour forward], everything most satisfactory. . . ."

Queen Victoria wrote up the event in her diary also. The date, December 14, up to the year 1895 had been for her anything but auspicious. It was the anniversary of the death of the Prince Consort and of Princess Alice.

The Queen wrote: "This terrible anniversary returned for the thirty-fourth time . . . found telegrams from Georgie and Sir J. Williams saying that dear May had been safely delivered of a son at three this morning. Georgie's first feeling was regret that this dear child should be born on such a sad day." Then she added a shrewd prophecy: "I have a feeling it may be a blessing for the dear little boy and may be looked upon as a gift from God."

Within the scope of man's power to judge of any human event, that prophecy has been abundantly fulfilled for the Royal Family and for the nation. More than that, it was fulfilled by a series of events which men who believe in the existence of divine direction must regard as divine intervention; as we say, a miracle.

I will leave it there. My caption was chosen to cover a side issue. The British Royal House is great on anniversaries; or, in the fashion of a past day, was formerly much addicted to remembering anniversaries, and many of them sad or terrible dates. Yet there are other dismal dates connected with sad events in Queen Victoria's reign which, like December 14, "turned into a blessing" and worked themselves out from tragic to happy memory.

As for December 14, it had an earlier "come-back" from tragedy to joy. On that day in 1871, exactly ten years to a day since the Prince Consort had died of typhoid fever, his eldest son, suffering from the same disease and despaired of, miraculously rallied and from that day never looked back again from his recovery. For the Royal Family, therefore, December 14 is a notable date "mingling tears of joy and woe."

"Twist ye, twine ye, even so. . . ." For all mankind, our rationed sweets and our appointed sacrifices. Let us "call it a day" but not call it a date. It is better so with ordinary folk.

"Esquire."—In that word and in the current agitation for its abolition you have in a nutshell our present state of flux and muddle of mind. Where are we? Whither heading? We do not know. We have a foot in two camps. We hang on to those roots in an old and known soil which war and economic and political storms have not uprooted yet.

"*Esquire:* title appended to name of one regarded as a gentleman by birth, position or education . . .; (archaic) = squire. F., *esquier*; L., scutarius (shield-bearer). . . ."

Does anybody to-day dare mention the word "gentleman," that contentious label? Not the bravest of the brave. And "esquire" hangs on that contentious word. Some say one thing, some another. Some of us, Press, public, Parliament men, publicans and publicists, cleave to our ancient traditions and privileges and prejudices; some would scrap the lot. With ancient forms and ceremony the business of Government is still largely carried on. The old shibboleths of both Houses, of the Judicature, nay even of income-tax demands, go on as before the Flood. The Government is damned, the murderer hanged, and the public mulcted of his last shilling, with meticulous regard for social position and traditional forms. The Right Honble. Gentleman is a damned liar; Rex versus the Honble. Owen Mutch, commonly styled the Right Honble. Viscount Discount; an order is obtained from their Worships to distrain on the goods of John Bore, Esqre., M.A., O.B.E. It is the iron hand, but still concealed in the velvet glove. Away with privilege! Let us let in the fresh air of realism and modern life. We are a democracy (or so we assert when it suits us). *Esquire* must go. But why should *Mister* remain, or, for that matter, Lord, or Duke, or Prince? Citizen Bore? Unnecessary. John Bore is quite enough. But is it not more than enough? There is a certain archaic social distinction implied in the contrast between the names of Tom Hogg (or John Bore) and Plantagenet Howard-Bentinck-Cavendish. Names are undesirable. Surely numbers are best.

"No. 1276304 is a damned liar." "Rex v. 256301." "The King has been pleased to award the Order of the British Empire (4th Class) to No. 301307." But *orders*? They must surely go also. Orders imply rank, and those which imply "no damned merit" rank highest.

TINY TOTS EVACUATED FROM WAPPING TO A FAMOUS RESIDENCE IN HERTFORDSHIRE: These young Londoners mostly come from the Port of London Day Nursery at Wapping. They are now at Dane End House at Ware, a house formerly occupied by the late Lord Gladstone (youngest son of the Victorian Prime Minister). The children remain in residence until they reach the age of five, when they are then transferred to billets. The matron is Miss Hallett, and the house is run under the auspices of the Save the Children Fund. Many gifts of clothing from the American and Canadian Red Cross have been received for the use of these children

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this publication should not be taken as an indication that they are necessarily available for export

Where to begin? Where end? The axe is laid to the root of the tree, and none knows how to wield it. It is all very difficult and confusing. It is all a hopeless muddle and absurdity. We obtain no guidance from above. *Otium cum dignitate* was easy enough.

But in war to the death, can any forms and ceremonies be justified? Yet Their Lordships still go on debating academic themes, and the only concession they make to war reality is to stage their debates earlier, so that they can get home to tea before the black-out. And still the democratic Press flashes the head-line: "Earl's daughter takes up war-work."

The Cokes of Norfolk.—There was much that was patriarchal about the Cokes of Norfolk, right back to the great lawyer from whom they derive; though indeed there were Cokes, landed gentry in Norfolk, from whom they can claim descent, three centuries before the great Coke. The last country-house visit ever paid by Thomas Creevey was to Holkham and his letters helped to create and keep alive the patriarchal traditions of Holkham.

There had until November 1941 been but three holders of the title Earl of Leicester (of the Coke creation), albeit the first Earl was born in 1754. He was "Coke of Norfolk," a great dictator in agriculture, politics and sport. They were a long-lived race. He and his son and grandson, successors in the title, all lived to be nearly or over ninety. The second Earl was born when his father was nearly seventy, and the lives of father and son spanned the immense bridge of 155 years!

The third Earl (recently dead) was born in 1848 and was sixty-one when he succeeded in 1909. His son (the present fourth Earl) succeeds at the age of sixty-one also. The generations of these Cokes were strangely mixed in ages by second marriages. The present Earl was older than one at least of his uncles, and the same mix-up was familiar in earlier generations.

Bogeys and Bogles.—No doubt it is wrong to use the word "escape" to describe our legitimate efforts to obtain relief from war thoughts and war work.

Relief we must have and an occasional holiday from war work, if we are to maintain efficiency of mind and body, but the word "relief" is better than "escape" or "distraction." *Omnes eodem cogimur.* There is no escape from Death, from Fate, from misfortune, from sorrow, but there are, for the philosophic mind, ways of relief. Many of us obtain that relief from literature, the painted pictures and the coloured lights of imaginative minds.

Reading Dr. E. Œ. Somerville's pleasant little collection of thoughts and experiences of the map of the commonplace, I judged that she had found and was offering a sound and legitimate form of relief. She began by treating in the right way what is certainly a proof of mental war weariness—that growing habit, of which many of us are conscious, of putting down and totally losing every day things which we cannot do without. Such things, I mean, as our spectacles, pens, pipes, collar-studs, and so on.

One's inclination is to take these lapses of an over-anxious mind too seriously, to dread the approach of imbecility. Dr. Somerville employs another method; she laughs the affliction out of court. She attributes all these impish afflictions to the Poltergeist, a German Spielman, probably deeply imbrued with Nazi poison. That gives her a tangible enemy to fight, and your open, known enemy is always easier to bear and to withstand than the shadowy, the anonymous, the unknown.

Death, the last and worst enemy (and friend?), is ever present in our thoughts. Dr. Somerville grasps that nettle also. She does not laugh him out of court. He is entrenched in the Judge's seat. But she sees in his face beneath the black cap a kindlier aspect, and behind his stern eyes the light of hope. It is not easy to write convincingly of the ferries of human thoughts and mortal love which ply across the Styx. Most writers who have tried to do so, bore me or exasperate me.

Dr. Somerville succeeds. She writes convincingly, and assuredly with efficient grace of the unbroken, invisible chain which for ever binds the dead to the living, the present to the past. How few are the generations which separate us from our Elizabethan ancestors! A dozen perhaps. Yet a dozen generations tot up into centuries, and Death can make of a dozen months a barrier unbridgeable. But if, ever so little, we can begin to divorce the mind from the body, part cheerfully with the mortal coil and cherish the eternal fire of the spirit, then a thousand years of parting and farewells are for us also but as yesterday; and ever so little the sting of Death is allayed. Odd, to me, that there is no way in which to advance this vital education save by a sense and virtue not deemed important by thinkers and scientists—a sense of humour!

Yet, so it is, the barrier between Life and Death, the chasm of Styx, if assailed by any other means remains unbridgeable. Laughter alone will open the gates of Death and drive the Bogey out. Only the lightest touch can seek to move the heavy bolt. If you doubt, compare the methods of Dr. Somerville and of Dr. Conan Doyle. The difference between those methods is that between an orchard in spring and . . . Baker Street in November.

J. G.

THE SHAFTESBURY HOMES AND "ARETHUSA" TRAINING SHIP

This Society, which for ninety-eight years has done such good work for poor children, is most desirous of obtaining fresh supporters to take the places of those who, having been called to Higher Service, are no longer able to give material help. There are at present many vacant spaces in the list of subscribers and donors, and the Committee would welcome any philanthropic-minded friends to fill these gaps. Gifts, large or small, would be welcomed, and the greatest "thank you" would be the knowledge that some poor child has been set on its feet by gaining admittance into the Homes through funds being sufficient. Please address your gift to 164, Shaftesbury Avenue, London, W.C.2.

BY APPOINTMENT
TO H.M. KING GEORGE VI

Toast Your Friends... in

VAT 69

Sanderson's LUXURY BLEND SCOTCH WHISKY

'Quality Tells'

LIQUEUR SCOTCH WHISKY
VAT 69
REGISTERED
Wm. Sanderson & Son Ltd
DISTILLERS,
LEITH, SCOTLAND

Famous QUEENS

18TH (Queen Mary's Own) ROYAL HUSSARS

The original regiment was raised in 1759-60 and in 1807 was equipped as Hussars. In 1821, however, it was disbanded and not re-formed until 1858. It was given its title—18th Queen Mary's Own Royal Hussars when Her Majesty Queen Mary became its Colonel in Chief in 1910. Linked with the 13th Hussars after the war 1914-18.

Although for 37 years it was just a name, this regiment's record caused it to be re-formed and earn its present distinction and honoured name.

HIGHLAND QUEEN

GRAND LIQUEUR SCOTCH WHISKY

There are those to whom "HIGHLAND QUEEN" may be a name and no more. Tasting will reveal to them that this honoured name is, in fact, a symbol of the highest achievement. Tasting will show them that "HIGHLAND QUEEN" Grand Liqueur is *more than a name.*

MACDONALD & MUIR LTD., LEITH, EDINBURGH.

Distilleries:
Glen Moray — Glenlivet, Morayshire, and Glenmorangie, Ross-shire.

The Long and Short of it...

Army officers wanting greatcoats in a hurry can have them in a hurry from Moss Bros. range of ready-for-wear. A fortnight's individual tailoring couldn't achieve better cut or fit. And this applies not only to the average figure, but also to the extreme "under" and "over" sizes—all come equally within the scope of this unique department. We shall be VERY interested to see the man we can't fit. Officers in the Navy or Air Force can obtain precisely the same service, and it doesn't matter whether it's great-coat, British warm, uniform or equipment that's required.

A.T.S., W.A.A.F., W.R.N.S. (and other Women's Services) OFFICERS' UNIFORMS made to measure at shortest notice. Also all accessories.

MOSS BROS & CO LTD

Naval, Military and R.A.F. Outfitters

Also 3/5 Upper Union St., Aldershot; 76 Park St., Bristol; 5 St. Ann's Sq., Manchester; 13 The Hard, Portsmouth; and Camberley, Dorking, Droitwich, Hove, Ilkley, Salisbury, Shoreham, Shrivenham, York.

COVENT GARDEN
Corner of King St. & Bedford St., W.C.2
TEMple Bar 4477 (12 lines)

Cousin Edith

I HAVE a great admiration for my cousin Edith.

She is the only woman I know who has a man's self-reliance combined with womanly looks and charm.

Left penniless and untrained for any work, Edith promptly found herself a job as a domestic servant! Somehow she became a cook, steadily saved up a little money and finally opened an excellent little cake shop at a South Coast resort.

She was running this successfully when war broke out. Most of her customers gradually evacuated, and it soon became obvious that she could not carry on.

It was then that Edith, for the first time, came to me for advice. Did I know how she could set about helping to look after children evacuated from bombed areas?

Well, the country town where I live is in a reception area and I am an old bachelor with a house far too large for me, so the solution was obvious. Edith moved in and began to organize the house to receive a contingent of young and boisterous guests.

It was during this period that Edith began to lose her "sparkle." It was obvious that she had to *drive* herself to do her work. She would retire early to get a long sleep and still be tired the next day. I felt that she was like a transplanted tree that languishes in its new soil. So much so that I called in my doctor, an old friend and a sensible fellow who spotted the trouble at once. Edith was only getting what he called 2nd Group Sleep.

It appears that there are three sleep groups. People who suffer from actual insomnia are in the 3rd Sleep Group. The 2nd Group are the people, like Edith, who sleep *long* enough and yet feel tired even when they begin the day. The 1st Group Sleepers are the people who get a really good night's sleep and are completely rested and restored by it, so that they always start the day brimful of energy. Doctor told Edith that a cupful of Horlicks each night could help her to get this 1st Group Sleep.

It was soon obvious that this was just what Edith needed.

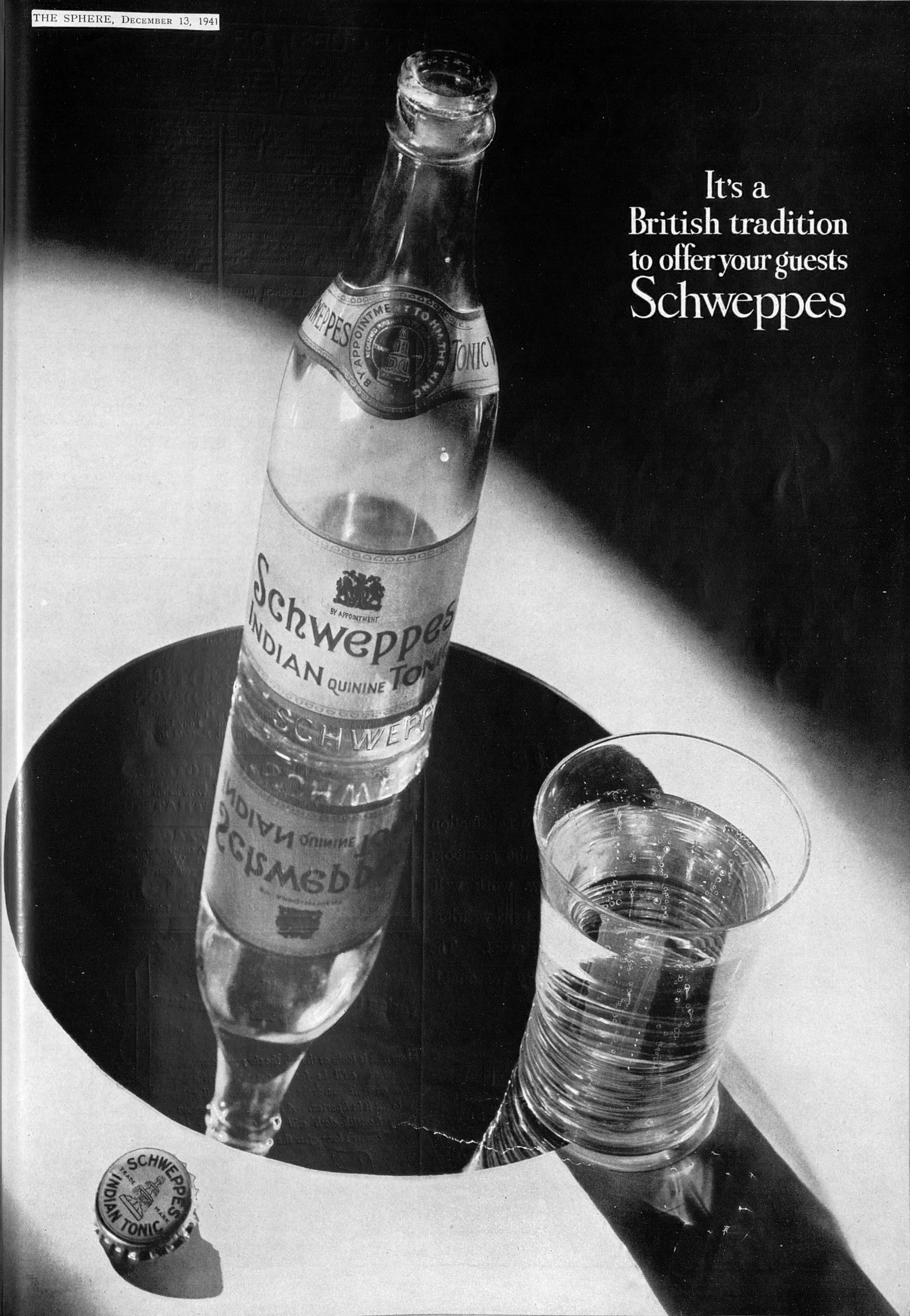
The tired, drawn look left her. She began to get back her old sparkle and liveliness. The work went with a swing. "I think Horlicks gives me a reserve of energy and it certainly gives me 1st Group Sleep," she told me. And I agree.

So would you if you could see Edith now. She does everything for our young guests, works from morn till night without ever wilting, and is happier, I think, than she has ever been.

* * *

DURING SLEEP, your body and mind should be completely rested and restored so that you are alert and brimful of energy next day. If your sleep does not "mend" you in this way, you cannot be your best or do your best. To keep yourself fighting fit you *must* get into the 1st Sleep Group with the people who are energetic and purposeful from morning till night. Horlicks will help you to get into the 1st Sleep Group. In every way it will build you up and enable you to put out the extra effort needed from each one of us today.

We ask the forbearance of users of Horlicks when their chemists or grocers are temporarily without stock. Every effort is being made to ensure equitable distribution.


It's a
British tradition
to offer your guests
Schweppes
BY APPOINTMENT
Schweppes
INDIAN QUININE TONIC
SCHWEPPES
INDIAN TONIC
TRADE MARK

Good Greatcoats

We can usually fit an officer to his entire satisfaction on the spot. If it is necessary to make the greatcoat to measure, we work speedily and we work well. The cloths we use are good, warm and hard-wearing. The cut is faultless, the detail is exact. The price, for such care and comfort, is very reasonable — from 10 guineas.

AUSTIN REED

OF REGENT STREET

103-113 REGENT STREET, LONDON, W.1

Aldershot, Alton (Staffs), Amesbury, Barmouth, Bath, Belfast, Birmingham, Bothwell, Bournemouth, Bristol, Carlisle, Dunbar, Edinburgh, Glasgow, Grantham, Harrogate, Hove, Hull, Leeds, Liverpool, Manchester, Norwich, Nottingham, Oxford, Plymouth, Richmond (Yorks), Sheffield, Shrivenham, Southampton.

IN QUEST OF GOOD HOTELS

BY ASHLEY COURTENAY

Owing to rationing of paper and the demand on our editorial pages, it is necessary to omit from time to time Mr. Ashley Courtenay's usual weekly article. We would, however, emphasise that his services are always available for advising SPHERE *readers by post of hotels, both large and small, known to him personally. Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor,* THE SPHERE, *Commonwealth House, 1, New Oxford Street, London, W.C.1. Personal and telephone inquiries, however, cannot be accepted.*

BOURNEMOUTH offers shops, scenery and plenty of winter sunshine. BOURNE HALL HOTEL provides admirable winter quarters in a central position. Bridge, Billiards, Warmth and plenty of breathing space. Resident Directors: Mr. and Mrs. R. J. Bray. From 4½ gns.

DEGANWY, North Wales. CASTLE HOTEL. An excellent hotel for a wartime break. With its fifty comfortable bedrooms, this pleasantly situated hotel on the Conway Estuary offers peacefulness and plenty in the shape of golf, fishing, boating, with bowls and riding near by. Tel.: Deganwy 83358.

DORSET, Nr. Shaftesbury. COOMBE HOUSE HOTEL. Away from the atmosphere of war. Situation healthy and beautiful. Every comfort. Trains met Semley by appointment. Tel.: Shaftesbury 130.

EXETER. THE ROYAL CLARENCE HOTEL. Westward Ho? Spend a night or more in the quiet of the Cathedral Close.

HADLEY WOOD, Nr. Barnet, Herts. WEST LODGE PARK HOTEL. In the heart of the country, yet but half an hour from Piccadilly Circus to Cockfosters. A country house of character and charm. Sixty acres of ground and not a roof in sight. Golf course at the drive gates. Proprietor: B. Victor.

NINFIELD, Sussex. MOOR HALL HOTEL. NOT in a Defence Area. Here, 250 ft. up facing due south, you can leave behind all war worries, enjoy fresh eggs, milk, bacon, and fresh garden produce from our own home farm and grounds. Trains met Crowhurst Stn. From 4 gns. Tel.: Ninfield 330.

SPREYTON, Mid-Devon. FUIDGE MANOR. Perfect peace, perfect comfort and perfect relaxation in the very heart of the country. Hard court, squash court and cheery licensed club room. Inclusive terms from 5½ gns. A few rooms now unexpectedly available for the winter months. Tel.: Whiddon Down 205.

TORQUAY. HEADLAND HOTEL. Though full at the moment, it is an hotel to make a note of should you wish to enjoy quiet luxury midst peaceful surrounds. The Management will welcome your enquiries.

THE NORFOLK HOTEL

BOURNEMOUTH

Traditional superiority. Combines all the factors that one expects to find in a first-class hotel, Restaurant, grill room, men's bar, Richmonde Lounge—the social rendezvous of Bournemouth —with Marcel Torrent and his orchestra. Apartments each with P.O. telephone and most with private bathroom. Tel. 7272 every room. *Resident Directors:* Mr. and Mrs. F. J. McInnes.

THE COMPLEAT ANGLER

A RIVERSIDE RETREAT FOR THE BUSINESS MAN.

Under the supervision of Mr. BALLY, late of Boulestin, this hotel combines comfort and convenience with food that only an expert can produce.

Within easy reach of London, yet deep in the country

MARLOW-ON-THAMES

SPREAD EAGLE HOTEL

MIDHURST, Sussex

Tel.: Reception—Midhurst 10; Visitors—Midhurst 343

Terms from 6 gns.

A.D. 1430. Not a prohibited area. For leave or a restful holiday come to this historic house; excellent food from our own farms, modern comforts, good fellowship, in atmosphere of the good old times.

PADSTOW, North Cornwall

METROPOLE HOTEL

Unexpected vacancies occur for the Winter months. Secluded and sheltered situation overlooking the Estuary of the Camel. Mild Winter climate. Comfortable and well-equipped accommodation. Direct train service. Write to the Manageress, Mrs. Coe, at the hotel, or telephone Padstow 7, or London, Temple Bar 7741.

FORTFIELD HOTEL

SIDMOUTH S. DEVON

Standing in its own grounds, overlooking the sea.

Self-contained Suites. Finely appointed Public Rooms. Lift and every modern convenience. H. and C. in all rooms. Fully Licensed. Lock-up Garages.

Resident Manager: Mr. E. G. Russell, Fortfield Hotel, Sidmouth, S. Devon,

Telegrams: Fortfield, Sidmouth. Telephone: Sidmouth 39

WILLIAM AND MARY HOTEL

Tel.: Stratford-on-Avon 2575

Comfort, warmth and quality food make for pleasurable living at this first-class hotel. Nor is Stratford dull in Winter. Write for list of forthcoming attractions.

Terms 5 to 7 gns. per week

STRATFORD-ON-AVON

AND HERE IS PEACE . . .

A sheltered park of 60 acres. A sun-trap 400 feet up An hospitable and first-class hotel for the Winter months. London under an hour by train. Sporting golf course in the grounds.

THE SPA HOTEL

ROYAL TUNBRIDGE WELLS

Write for tariff-booklet entitled "And here is peace." Telephone: Tunbridge Wells 1911

Facing the world with a one-suit wardrobe

Now that it looks as though the time may come when you'll be facing the world with a one-suit wardrobe — ask your tailor to cut it in Sportex. A suit of this firm-woven Scottish cloth will keep you looking serenely well-turned-out in town or country long after the average suit would be showing serious signs of overwork.

"Have it cut in SPORTEX it'll last as long as mine"

SCOTLAND'S HARDEST WOVEN CLOTH FOR TOWN AND COUNTRY WEAR

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street London, W.C.1. SATURDAY, DECEMBER 13, 1941. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.

TOILET PAPER
of superfine
QUALITY & VALUE

Bronco
The De Luxe Toilet Paper

APPROXIMATELY
700 SHEETS IN EACH ROLL
ALSO IN INTERLEAVED FORM

We ask your indulgence should your retailer be temporarily out of stock

Made only by
THE BRITISH PATENT PERFORATED PAPER Co LTD
HACKNEY WICK · LONDON, E. 9.

TINY TIM'S TOAST

YOU will remember how "The Ghost of Christmas Present" took Scrooge to the humble home of his clerk, Bob Cratchit, where the happy family could be seen enjoying a Christmas feast, and how Tiny Tim, echoing his father's sentiments, gave the toast, *"God bless us, every one!"*

Dickens portrayed a scene which reminds us of the plight of Britain's Cripples. For many of these there is no future. They are untrained. No one will find them employment.

For over 70 years John Groom's Crippleage has been fighting the cause of Britain's Crippled Girls, training them to make artificial flowers, thus enabling them to earn sufficient to become partially self-supporting.

In addition, we have 150 children in our Girls' Orphanage, all being fully maintained.

The war has made a difficult problem more difficult still. Will you send a Christmas donation to help these works of mercy? *And will you buy Crippleage flowers?* They are on sale at leading stores throughout the country.

President: The Rt. Hon. LORD RADSTOCK

JOHN GROOM'S CRIPPLEAGE
AND FLOWER-GIRLS' MISSION (Inc.)

37, SEKFORDE ST., CLERKENWELL, LONDON, E.C.1

She's looking forward to Xmas

For most children it is a happy time. But for some, the removal of daddy's protection only means hardship, neglect, or even cruelty. No less than 103,352 children received help last year from the N.S.P.C.C.

The Society's "Children's Men" help the children in every known case of unnecessary suffering. The responsibility is greater than ever nowadays.

Will you help with a special war-time Christmas gift?

Sir Spencer J. Portal, Hon. Treasurer, Victory House, Leicester Square, W.C.2

N·S·P·C·C
NATIONAL SOCIETY FOR THE PREVENTION OF CRUELTY TO CHILDREN

Legacies are solicited.

Welcome Always -
Keep it Handy

GRANT'S
MORELLA
CHERRY
BRANDY

P.S. Stocks still available but restricted

Now made only in the popular
SLOTTED PATTERN
3p each

"ECLIPSE"
SUPER
RAZOR BLADE

5 for 1/3
including Purchase Tax

For clean, comfortable shaving the Eclipse Blade stands supreme and, when used in conjunction with the Eclipse Red Ring Razor, the perfect shaving combination is obtained.

'Eclipse' Razors: 3/3 & 5/6
including Purchase Tax

JAMES NEILL & CO. (SHEFFIELD) LTD.

EIB2a

SANTA CLAUS
- a la mode!

Here I am—in war time kit—with my sack of gifts in one hand and a Stirrup Pump in the other!

Not quite the sort of Christmas I've been used to. But still it's Christmas, and still there's the same spirit of good will—even if there has to be a little less "good cheer".

Toffee and Chocolate were my time-honoured standbys for Christmas. In fact, Christmas wouldn't be Christmas without them.

So I'm glad that *some* of those things are still to be had – even although there is only half as much as usual.

Mackintosh's
'Quality Street'

OFFICIAL PRICES

"Quality Street" and "Double Centre" Assortments	8d. per qr. lb.
½-lb. Box 1s. 4d.	Handy Packet 6d.
"Rolo" & "Butt-o-Scotch"	2½d. per pkt.
"MAX" Chewing Gum	½d. per pkt.

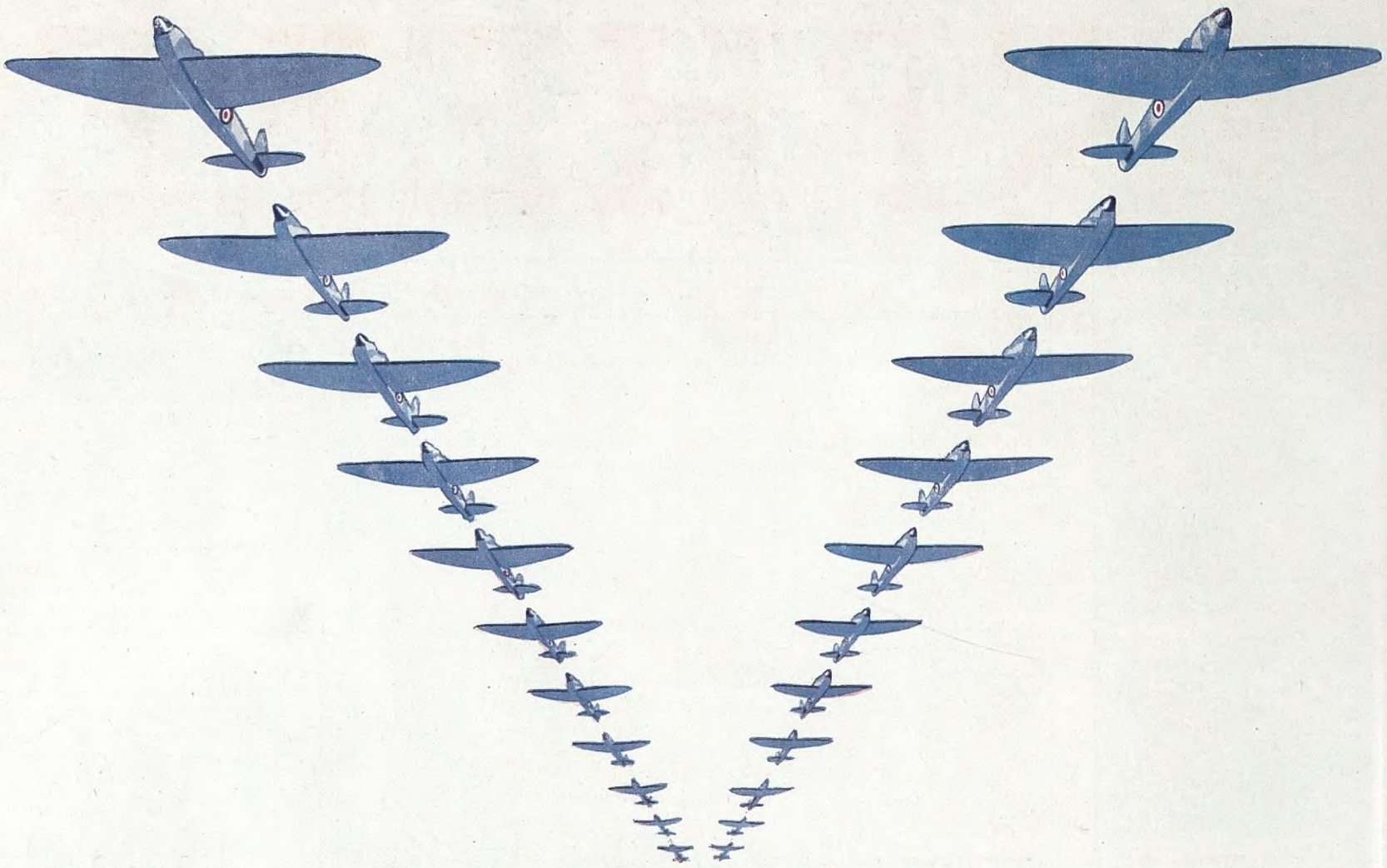
Valstar
"777"
Raincoat

SUPERLATIVE QUALITY AND DESIGN

In normal times the best shops have "777." Supplies are, however, now strictly limited.

'Valstar' coats in approved styles, are available for all branches of the Services.

J. MANDLEBERG & CO. LTD · PENDLETON · MANCHESTER
MANUFACTURERS OF HIGH GRADE WEATHERWEAR



"Britain's boys are all born fighters BOVRIL builds the little blighters"

A prophecy made at a BOVRIL Meeting in 1926

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, DECEMBER 13, 1941. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.